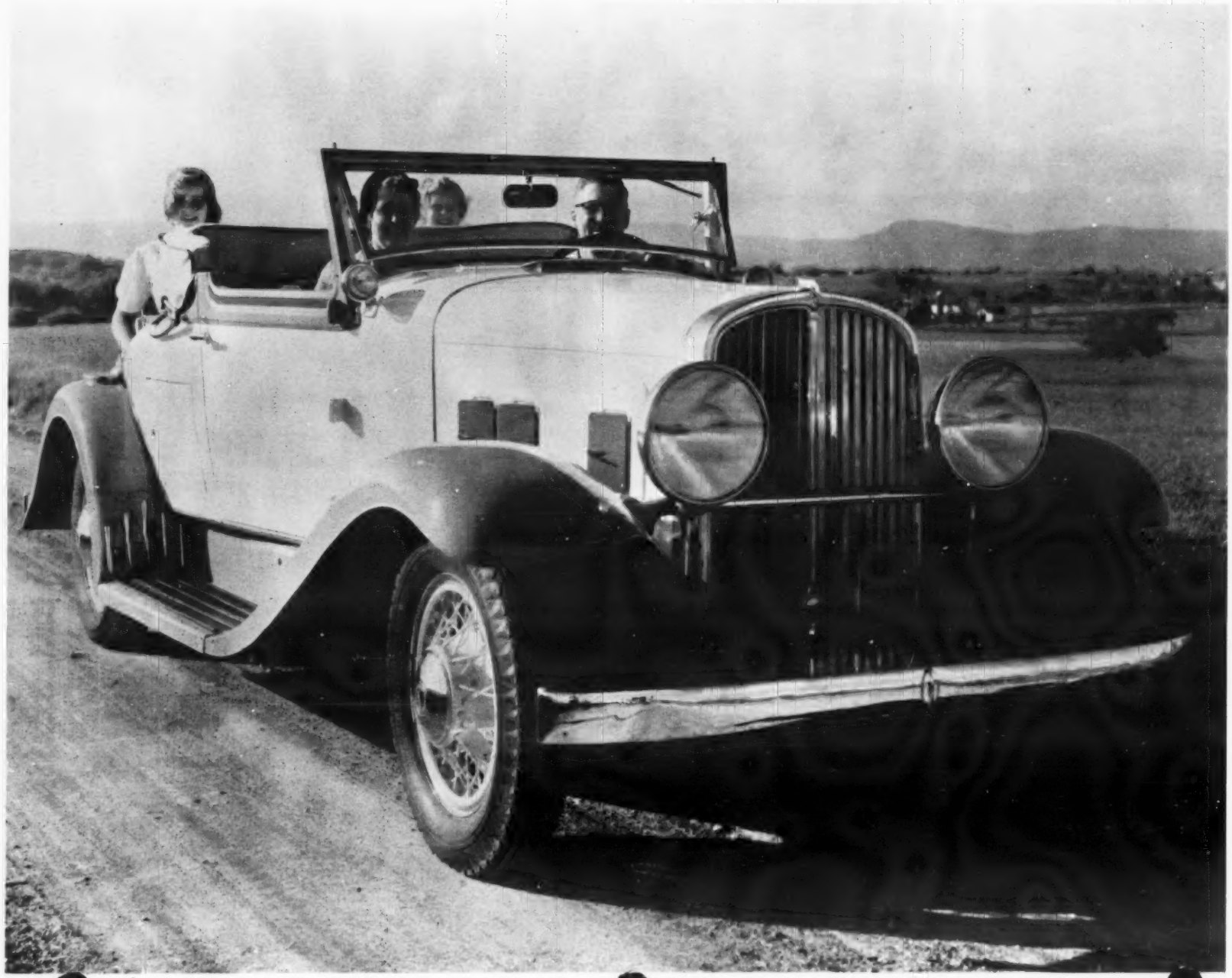
Issue No. 21

December, 1959

AIR COOLED NEWS

PUBLICATION OF

THE H. H. FRANKLIN CLUB



VOL. VII NO. 3

AIR COOLED NEWS

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A short time after the last issue came out a friend dropped in our office and commented on the interesting MARION story by Mr. Kosky. To us his opinions made an interesting commentary on the basically different thinking of an "anointed" Franklin man and that of probably most of the admirers of other makes.

This particular man is a member of the club but his earlier automobile background was mostly concerned with the large and very heavy cars, particularly many of the heavy foreign models. His current likes in both modern and early cars lean to the big ones. He had not been aware that MARION had produced a cross engine but knew our own FRANKLIN of that type.

He commented on the likeness and , while he mentioned the quite questionable design of the MARION cylinders, considered this car as an "improvement on the Franklin cross engine" Being a big car man the somewhat larger size of the MARION seemed to be improvement but his real reason was that the MARION used three chains and a jack shaft in the drive system instead of the single chain of the Franklin. To an old Franklin admirer this certainly would be looked upon as a retrogression rather than an improvement. All the complication of three chains and a jack shaft with all that unneccessary weight and three times as many chances for chain breakage, and they did break on occasion.

The three chain lineup reminds us of another famous and much sought after heavy car that had a one inch shaft pulling one side of a bell crank on the brake linkage and a five sixteenths rolled rod from the other side to the brake itself. Well, anyway, we really had differences in our cars of those days.

As a sort of last fling before putting the Countess (That's the '12 Torpedo) into winter drydock, we drove her over to the AACA Meet at Hershey. Almost six hundred and fifty cars there and some of them were among the most beautiful jobs you could hope to see. The meet roster listed seventeen Franklins. We had an informal Susquehanna Region meeting of about two dozen Franklin people. Won't attempt to list them but will name a few from a "fur piece", Jesse Matteson from Wisconsin, Emerson Clavel from Florida and the real distance champion, Marc Messinger from Yakima, Washington.

We heartily recommend this meet to anyone. The facilities are ideal for the cars and are fine for the people also. No durned parades or anything like that. It is the mecca for the serious scalp hunters which, of course, means that you will see restorations at their absolute finest, but much more important than that it is a wonderful "old home week" of car fanciers, you will probably run into a hundred friends you have not seen for a long time. We surely did.

After a lapse of two years since our publication of the little story, Origin of the Round Grille, it has been brought to our attention that the article contains an error in dates.

We listed certain cars, among them the NATIONAL, that followed FRANKLIN in this country in the use of the round form. We stated that NATIONAL'S use was "after 1906". It now appears that their use of this form began with their 1905 model.

As the informant stated that NATIONAL brought this out in 1904 as a 1905 model it does not change the fact that they were after FRANKLIN who used it in on a 1904 model manufactured during 1903. The intent of the little article was more an interest in trying to discover the first known use rather than to "prove" anything. Our findings indicated that its first use was by DELAUNAY-BELLEVILLE and that the first ***known*** use in this country was by FRANKLIN. No subsequent information available to us changes this basic fact.

We are quite glad to correct the inaccuracy as to the NATIONAL date but we feel that no good purpose will be served by printing the letter that brought this to our notice as the writer instead of merely pointing out a simple error of fact chose to write a letter intemperately critical of the good intentions of our club.

DR. BELA HUBBARD

Dr. Bela Hubbard, Father of member Thomas H. Hubbard, passed away during December at his home in Tucson. Dr. Hubbard was a writer and a geologist of note. In pursuit of his profession he was one of the first white men to reach the headwaters of the Amazon.

LOWELL HITCHNER

Lowell Hitchner, member from New Jersey, and well known to many who have attended the Treks, departed this life at his home on September 29th 1959. Mr. Hitchner was an ardent member and admirer of the Franklin. His Will bequeathed his own Franklin to the club.

SERGIUS H. LLOYD

Member Sergius H. Lloyd of Illinois has been reported as deceased late this year. At the time of publication no other information was available.

RAYMOND H. KEELER

Member Raymond H. Keeler of Connecticut passed away on November 16th, 1959. Mr. Keeler was a member of the board and a most regular Trekker. In addition to his activities in our club he was also most active in the AACA, VMCCA and the HCCA. In addition to a very active real estate business he found time to devote to Police affairs in his state. He will be sadly missed by many of us.

Series 19 The Last Mile

by Clifford Boram

Series 19, Franklin's last series, made its debut in October 1933, and continued in production until April 3, 1934, when the company ceased operations. It was little more than a Series 16 Airman with a modernized body. There were a few mechanical changes, to be sure, but whether they were improvements is still a hotly debated subject. Among a large segment of the Franklin Club members, Series 16 has the reputation of being Franklin's best car. This author will gladly ratify that evaluation, with the added remark that a good Series 19 is by no means inferior to Series 16.

But that qualification, "a good Series 19" is the key to the matter. The quality of the cars coming out of the factory in 1933 and 1934 was subject to the wildest variation. Undoubtedly there were a few that were excellent machines, carefully made. These few, the cream of the crop, are for the most part the ones that have survived down to the present, and the ones that continue to give fine service, even in daily use. But regrettably, a greater proportion of the Series 19 production was far below the traditional Franklin standard of excellence.

One long time Franklin dealer of my acquaintance, noting this deterioration of quality, gave up the Franklin agency and turned to selling Packards. A few of his old customers, however, asked him to ge them new Series Nineteens and rather than disappoint them, he consented. His report is significant: "I went to the factory to pick up the cars. The first one they tried to give me was so bad I wouldn't accept it, but they seemed to think it was alright. Another I did accept had to be traded off a few weeks later. Th doors didn't fit, the windshields didn't fit. They were leaky, full of rattles and poorly put together."

Viewing this appalling deterioration of standards, a person naturally wonders "why? What can account for such a thing?" The explanation ultimately carries us back to 1927 and 1928, when the company borrowed just over $4,000,000 from a group of seven banks to finance the factory modernization and expansion which was completed in 1929. For many years it had been Franklin's policy to rely on such loans for working capital. This money could have been raised by the sale of additional common stock, and in retrospect, one feels that such a stock issue, in leaving the company debt free, would have allowed Franklin to remain in business until the present day. So why did Mr. Franklin elect to borrow from the banks instead? Today a guaranteed accurate answer is no longer available, but the only sensible guess appears to be that he felt issuing additional stock would weaken his control of the company.

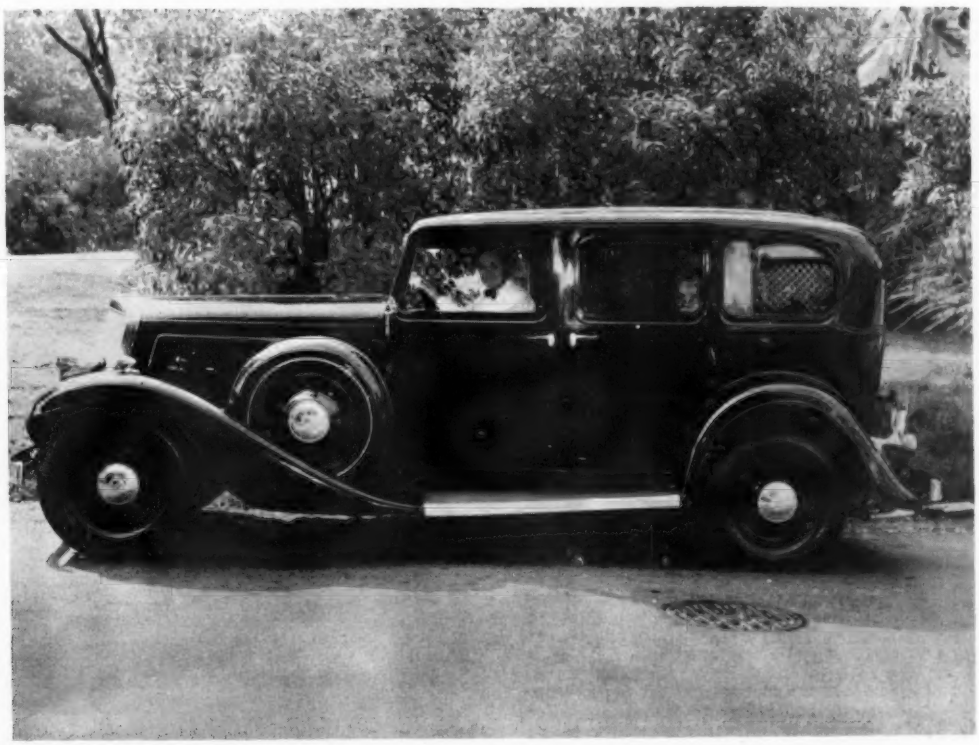
When the depression came, prospects for repaying the loan grew dimmer and dimmer. All available financial resources were poured into it, and indeed, the debt was reduced by half, to $2,088,000. By pre-depression standards, this was a fairly modest amount, being only half the annual payroll. And yet, such an amount was not available. The loan could not be repaid and, the factory having been offered as collateral, the banks took over.

The general manager they sent in was Edwin McEwen, a resident of Shaker Heights, Ohio, who had been given similar assignments previously by various banks, in such cases as the liquidation of the Stearns and the Velie Motor Companies. He was impiously referred to as an "undertaker" for his reputation of "burying" sick companies. For factory manager, he brought in Clarence Weigel, previously factory manager of several companies, including the Velie Motor Car Company and a Detroit sheet metal concern.

Mr. McEwen did not make a hit with the Franklin personnel. He is remembered as "cold and calculating - having no real desire to keep the company in business." In short, his loyalty was to the banks, not to Franklin. The late outspoken John Burns told the story neatly: "Listen, the Series 19 was not a car - it was a butcher boy's idea of a car, produced by McEwen and Weigel, the banks' fair haired stinkers. They closed up the engineering department in 1932. Any cars produced after that were by rule of thumb method. No road testing and no mechanical inspection were involved. No inspector would dare to reject a part because he would get fired for being so bold as to tell Mr. Weigel he was wrong in saying it was good enough. In other words, anybody on the payroll

ABOVE
Series 19's best angle; a truly handsome car, this limousine is owned by HHFC member Moody Wharam of Arlington, Virginia. This is a remarkably well-preserved car and has never been restored.

BELOW
Was it hit by a falling tree? No, our author assures us, the sagging runningboard line and the difference in gap beteen tire top and fender are standard in all surviving specimens of this rare species.



after McEwen and Weigel came in 1932 was a 100% yes man; but they thought it was OK to do it, as they felt that some time sooner or later this pair would be called off by the banks and the Boys would be in a position to resume under Mr. Franklin's management."

Mr. Franklin had been removed from the payroll in 1932. His uncompromising adherence to high standards of quality rendered him incompatible with the managers. Despite this, he was untiring in his efforts to find a solution to the problems of the company.

While Mr. McEwen had serious personal short comings, he can at least be credited with being very economical. Most people will say he was excessively economical. However, I contend that the company would never have stayed in business long enough to produce Series 19, had it not been for the greatly reduced operating expenses resulting from Mr. McEwen's management. The tool kit supplied with each new car was reduced to nearly nothing. All salaries were cut 40%. He missed no opportunity to slash operating expenses. His concern was for keeping the company in business from day to day, and he apparently felt justified in letting the company's long range future take care of itself. To this end, he steadily reduced all departments not absolutely essential to immediate daily production. The luckless engineering department at last consisted of only a specifications clerk and a tracer. Engineering changes were made without spending money for experimental work or even for new tools. Appropriations for advertising were drastically cut.

Under such circumstances, employee morale and loyalty, which had been consistently excellent under Mr. Franklin's management, rapidly declined. Sales of cars continued to fall producing stricter and strictr economies. The plant was now poorly lighted and poorly heated. The men were paid only when working. If there was no production, the men sat around to protect their jobs, waiting for the assembly line to start up again. One skilled workman mentioned to Carl Doman that transportation fare from his home in Brewerton and return cost $1.46 and his days pay was $1.14. Finally the disillusion and despair bred theft. Upholstery was taken and sold to make coats. There is even a report of cars being assembled and "taken out the back door."

In order to save freight and other expenses, Mr. McEwen brought the body making activities to Syracuse in 1932, from the Walker Body Company at Amesbury, Massachusetts. Walker, finding itself suddenly without business, sensibly liquidated its assets and made a cash distribution to its stockholders. Much of this cash was later used to back the famed Doman and Marks Engine Company. All Series 19 bodies were made in the Franklin plant by men who had no experience in body work. Inevitably, this resulted in lower quality bodies. Series Nineteen was as full of rattles as a rich baby's cradle, and anyone who looks behind the upholstery will find the queerest combination of carpentry and hardware that ever got together on four wheels.

S. V. Davis, Franklin's chief draftsman, designed the body changes that turned Series 16 into Series 19. Fenders received full skirts and were extended downward nearly to the bumper in front. Door bottoms were brought almost to the runningboards, concealing an additional step inside. Hoods were extended back over the cowl to the windshield. A new dashboard was designed.

The sharply pointed grille of the V-12, fitted with a new narrow bar insert, was adopted. Considering the limited money and materials with which he had to work, Mr. Davis did i fine job. From some angles, the car is really attractive. But from others, such as the full side view shown here, it looks like it might have been hit by a falling tree.

Mechanical changes were minor. Tire size was decreased to 7.00 x 17. An Alemite lubrication system replaced Series 16's zerk type. About the middle of Series 19 production, additional changes were made, resulting in a designation of Series 19-B for the late cars. Steel connecting rods with floating wrist pins replaced the earlier Duralumin rods and clamped pins An oil cooler was added, and the oil pump was enlarged.

Exact cost figures for the change over to Series 19 production are unavailable, but are estimated at $80,000 by Edward Marks. This compares with the record low cost of $5,000 to bring out the Olympic. Serial numbers show that 311 Series 19's were produced, compared to 1509 Olympics.

On April 3, 1934 the company at last filed a voluntary petition of bankruptcy and closed its doors for the last time. Only the replacement parts division continued to function. Giles Stilwell, for many years a member of the company's board of directors, and a respected Syracuse lawyer, was named as receiver by the court. On April 4 he summarized the situation as follows: "The company entered the depression with too much borrowed money, and the depression held on so long and was so intense, that the handicaps have been more than the company could overcome. While the auto industry is now picking up generally, for us the handicaps remain, preventing the Franklin company from taking advantage of the brighter business situation."

After a few weeks the title of receiver was discontinued and three "trustees in bankruptcy" were named by the court: Giles Stilwell, Norman Knaus and Hugh Goodhart, Franklin's former Advertising and Sales Promotion Manager. These trustees were charged with conserving the assets of the bankrupt company and bringing about a sale in liquidation.

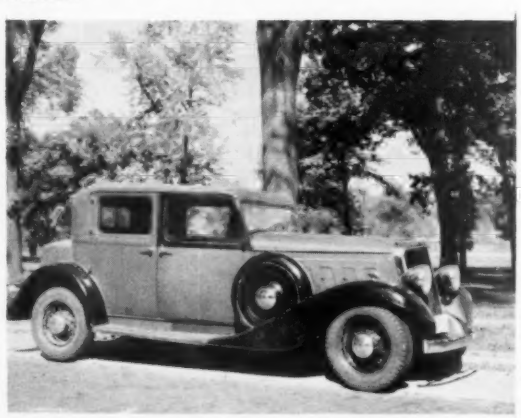
Creditors included the seven banks:
Merchant's National Bank, Boston
Chase National Bank, New York City
Central Hanover Bank & Trust Company, New York City
Guardian Trust Company, Cleveland
Continental Illinois Bank and Trust Company, Chicago
Girard National Bank, Philadelphia
Plainfield Trust Company, Plainfield, New Jersey

and the following individuals:
H. H. Franklin
Frank A. Barton,Secretary-Treasurer of Franklin
John E. Williams, Sales Manager of Franklin
E. H. Dunn, Syracuse Businessman, Friend of Mr. Franklin
Herbert Hess, Syracuse Businessman, Friend of Mr. Franklin
R. H. Murphy, V-P and General Manager of Franklin
F. G. Bodell, Syracuse Patent Attorney
James C. Styron, Attorney for Franklin
Oberdorfer Brass Company, Aluminum, Brass and Bronze Castings.
City of Syracuse, 1933 and 1934 Taxes - $145,000.

The closing of the Franklin company was received with dismay and disappointment by the population of Syracuse. For many years it had been the city's largest manufacturing operation and the largest employer of labor.

The first thought of all concerned was to get the company back in business. Many persons came forward with plans. On April 14 a program for lifting the receivership was proposed to the creditors by Harry M. Wahl, owner of the rights to the Mercer Automobile Company. Under his plan, an $850 "breadwinner" line of Franklin cars, plus trucks and the V-12 was to be produced. Another similar proposal came from Howard E. Coffin, founder of the Hudson Motor Car Company. But all plans hinged on finding a source of financing. Of course, such sources were scarce in 1934, and those that did exist were cautious in the extreme. Among other things, they demanded a favorable tax climate.

At first everyone claimed to be optimistic about reviving the company, but discussions dragged on and on. The city, hard pressed for funds itself, was unwilling to grant appreciable tax concessions, at least until developments had reached some tangible stage; and financial interests were not eager to make serious commitments without a prior guarantee of a favorable tax situation.*



The author's 19 B Club sedan has been waiting two years for him to finish the paint job.

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The HOLMES Improved Air-Cooled Car

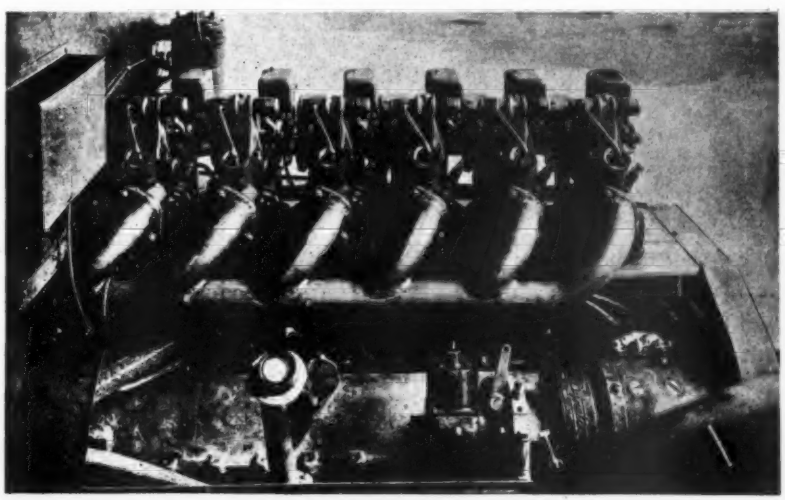
"The Holmes Improved Air-Cooled Car" first appeared on the automobile scene near the end of the year 1917. According to the January 17, 1918 issue of "Motor Age" it "made its initial appearance at a private show held in New York" in the early part of January, 1918, the company having been organized about a year previous by Arthur Holmes, former vice-president and chief engineer of the Franklin Automobile Company.

The Holmes resembled the Franklin in its conception. Like the Franklin it featured a large ratio of sprung weight to unsprung weight, and full elliptic springs were used all around. The front springs were not underslung, however, but were mounted on top of an I-beam Timken-Detroit axle. This meant increased unsprung weight (as compared with Franklin's tubular front axle), but, as the Holmes was larger and heavier than the Franklin overall, Holmes could say that "in no other car is (this) unsprung weight as slight...size of car being considered." Holmes also departed from Franklin in using an all steel chassis frame instead of a wooden one. It resembled Franklin in its foot and hand brake setup, except that its hand operated rear wheel brakes were of the internal expanding type.

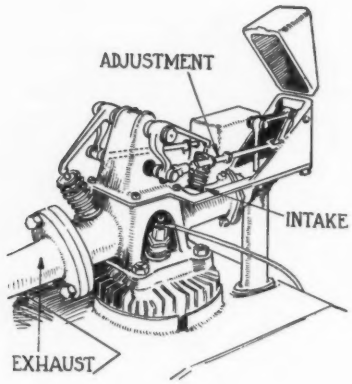
It is the engine of the Holmes that holds the greatest interest. Like that of the Franklin its crankshaft had seven main bearings. But because of the method of air jacketing the radial cylinder cooling fins so as not to surround the individual cylinders entirely, but only in semi-circles along each side of the engine and the consequent possibility of spacing the cylinders more closely, the overall length of the engine was made proportionately less than that of the Franklin, whose air jacket entirely surrounded each cylinder.

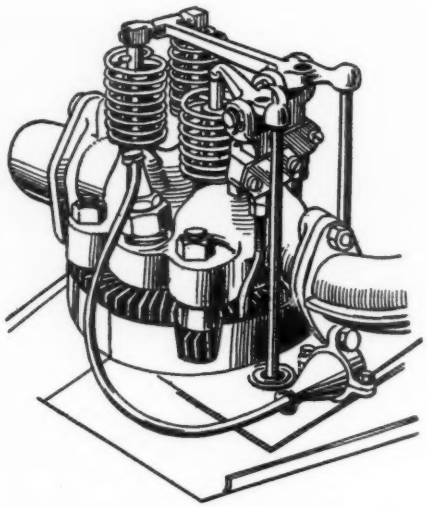
To cool the Holmes engine a sirocco type fan was incorporated in the flywheel, as in the Franklin of its time. There was a metal deck located just below the cylinder heads and extending in a curve to the frame at the sides and to the dash at the rear. For access to the engine, the deck was hinged on each side. A metal plate closed off the front of the engine beneath the deck from air coming in at the front grille. Because of the engine boot underneath the crankcase, the engine, with the exception of upper cylinders and valves, was well sealed off from air. In relation to the space between the deck and the engine hood, the space beneath the deck was said to be virtually air tight. Thus the effect of the flywheel fan in motion was to create a near vacuum in the space between the deck above and the engine boot beneath. To fill this near vacuum the air in the space between the deck and the engine hood rushed down the length of the seven and one half inch fins of all six cylinders simultaneously, and was replaced by air entering above the deck through the grille at the front.

It is interesting to remark that Franklin's first use of a similar system was in their 1910 models, except that the Franklin air jackets entirely surrounded each cylinder. It was claimed by the Holmes company that cooling was unaffected whether the car stood with the motor idling, or the car was being driven in the same direction as a strong wind, presumably because outside air could not come to the engine except that it was drawn by the fan. Said the Holmes descriptive pamphlet, issued in 1919: "The only place from which (this) suction can draw in air is through the jacket around the cooling fins. The air, therefore, passes in through the grilled opening at the front of the hood, fills the upper compartment and is drawn down through the jacket over the cooling fins, passing out through the flywheel." And, "Since the air compartment above the metal deck is larger than the total volume of space in the jacket, there is always a steady volume of air in the upper compartment and all the cylinders are cooled evenly, with the same volume of air passing down over each one at a uniform rate of speed depending on the speed of the motor and at a uniform temperature, since when the motor is running there is no heat in the upper compartment."

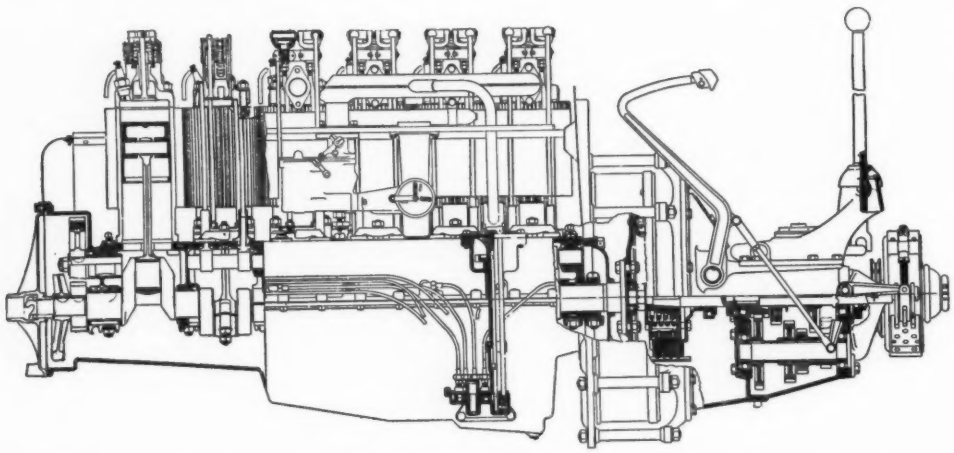


Exhaust side of the Holmes new air-cooled engine

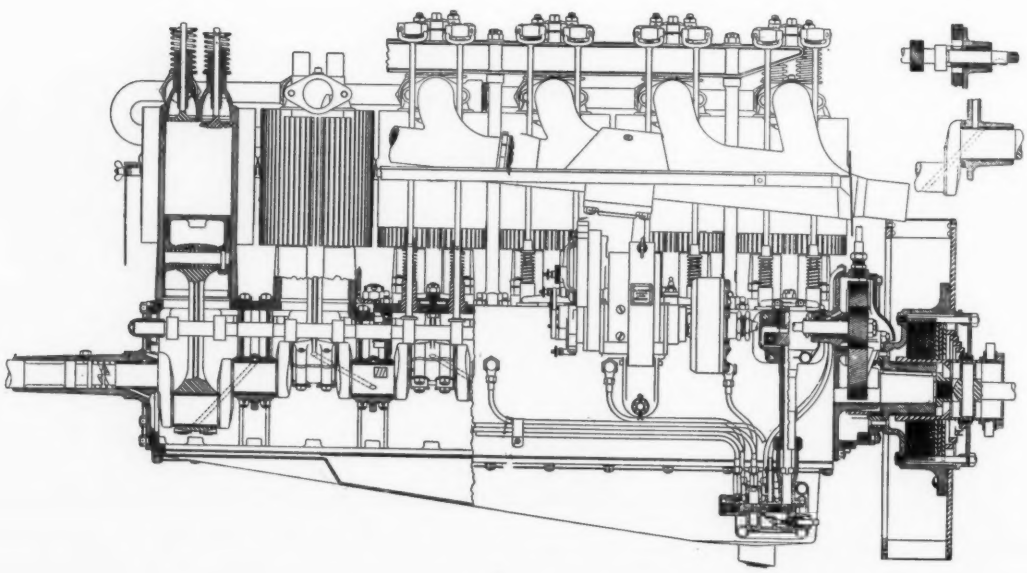


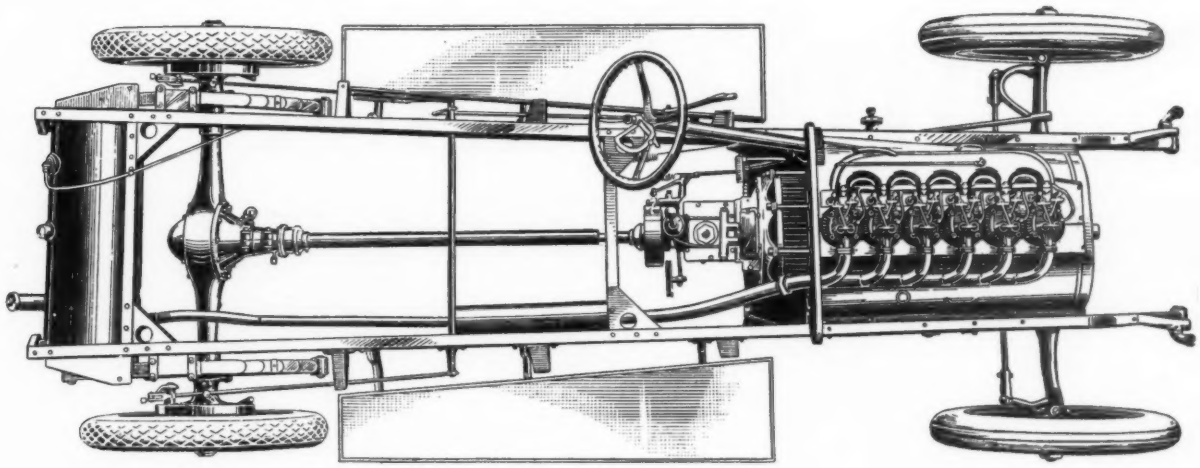


The complicated valve gear of the first engine is shown above. Later, and simpler, type on the right.



These two drawings, the HOLMES above and the FRANKLIN below, show the many points of similarity. Mr. Holmes' long Franklin apprenticeship is quite evident here.





Holmes aimed at improved quietness in valve action and at greater efficiency of combustion. According to information gathered by the writer from two mechanics who worked on both Holmes and Franklin, Holmes valve action was improved in quietness. In the earlier Holmes engines there were two in the head valves per cylinder, placed at an inclined angle on opposite sides of the cylinder. (Holmes engines of all year models had domed combustion chambers and detachable cylinder heads.) These were actuated by pushrods working on two bell cranks for each valve, the two bell cranks being joined by a horizontal rod, on which the valve adjustment was made. Because of geometry valves could be adjusted to only .003" clearance with the engine cold. It was said that th maximum elongation of the pushrods due to the heat could affect the valve adjustment by no more than .001".

In the 1920 models the bell crank plan was abandoned and the pushrods operated direct on the rocker arms. There were also in the 1920 models two exhaust valves and one intake valve per cylinder. The two exhaust valves placed side-by-side on the exhaust side of the cylinder head operated from one rocker arm. The intake valve was located in the center of the cylinder head. The rocker arm supports were supposed to expand under heat correspondingly with the pushrods, making possible the .003" cold engine valve adjustment, which was on each rocker arm support.

The 1921 Holmes Sedan of member A. K. Miller - the Vermonter of Dick Hall's story. We understand that Mr. Miller, probably best known as a STUTZ enthusiast - regularly uses the Holmes in the winter and leaves it in the barn most of the summer. As far as we have been able to learn this seems to be about the only Holmes still around. We would be glad to hear of others.

Holmes, like Franklin, featured gasoline economy, claiming 18 to 20 m.p.g. for a fully loaded seven passenger touring car. A "Holmes-Newcomb" carburetor was used. A. H. Amick informed the writer that a special Franklin used a "Newcomb" carburetor **[*ACN No. 12, ED*]** and chalked up 83.5 m.p.g. on a run. At the time of this run, Mr. Holmes was associated with Franklin The Holmes carburetor was adjusted from the dash as was that of the Franklin. According to the Holmes pamphlet above mentioned, regardless of how lean the mixture there was no back firing or "spitting"...the engine would stop first.

Last summer the writer met the owner of a 1921 Holmes limousine...a Vermonter, and was informed that the car, which was then in a garage, was taken out on the road only in winter. Although its starter does not operate and the engine has to be cranked, it is "still going strong".

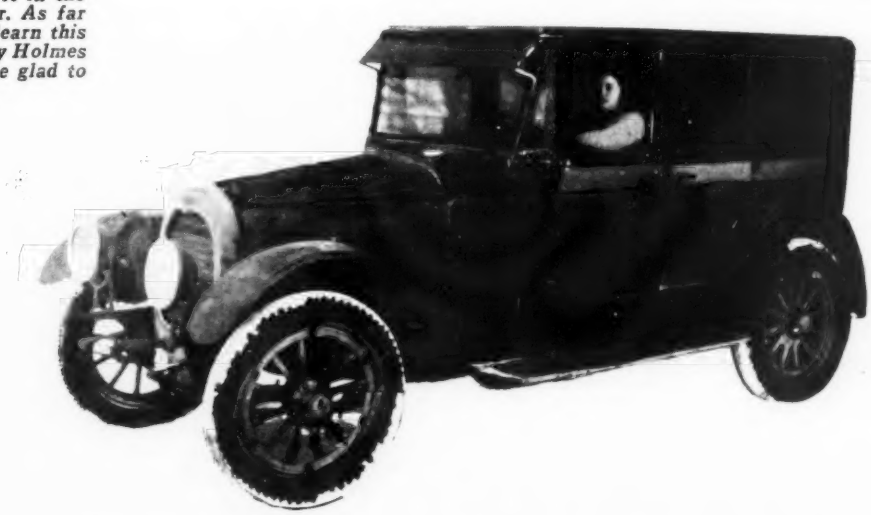
Following are some interesting comparisons, taken from "Motor" and "Automobile Trade Journal" (years 1920 and 1921)

	Wheelbase	Weight (Tour. Cars)	H.P. (NACC)	Bore & Stroke	Displacement
Holmes	126"	2950 lbs.	29.4	3½x41-4	245.3 cu. in.
Franklin	115"	2445 lbs.	25.3	31-4x4	199.1 cu. in.

"The Holmes Improved Air-Cooled Car" is said to have been last heard from in the year 1923.

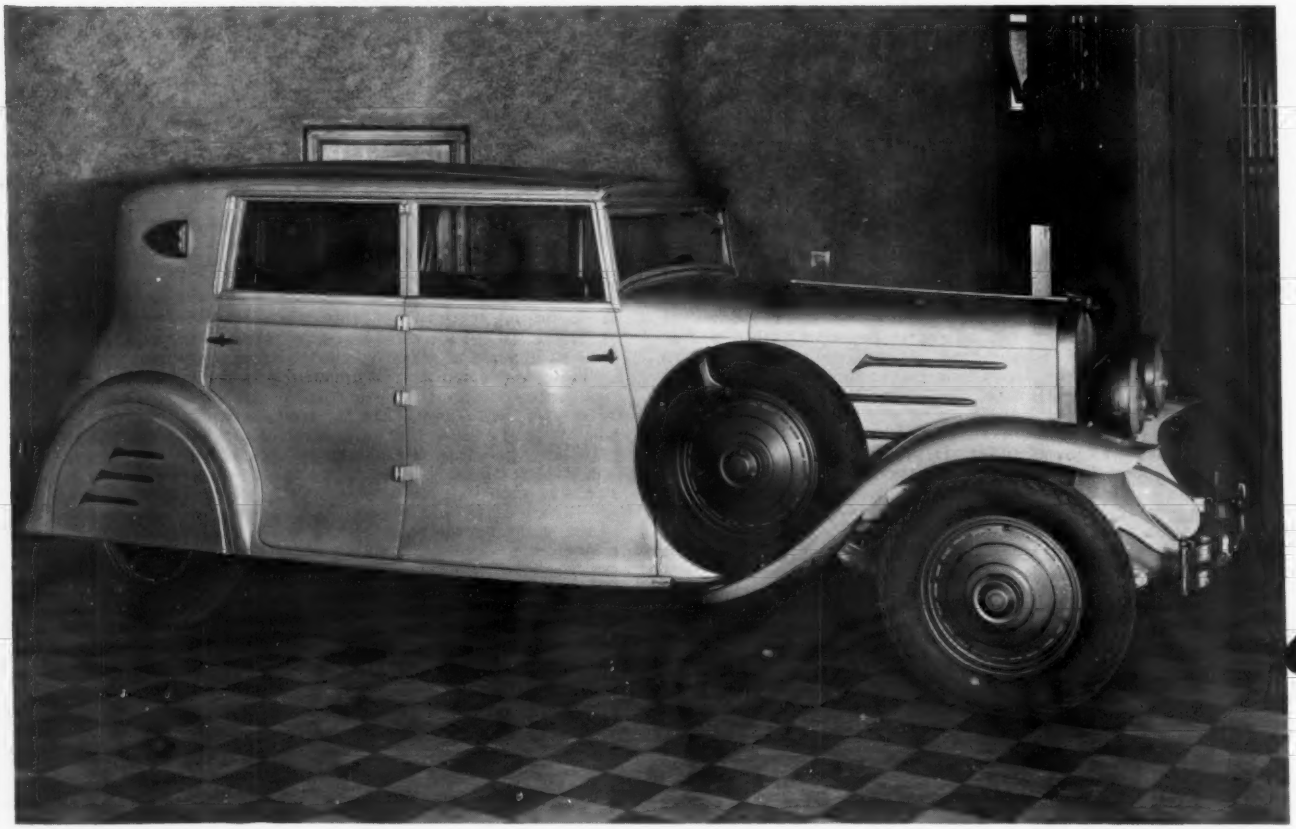
The writer wishes to thank all who aided him in collecting the data for this article, particularly members, A. H. Amick and Charles R. Smith, through and from whom he obtained the pamphlet put out by the Holmes company in 1919. It is from the fly leaf of this pamphlet that the title of this article is taken.

— Richard T. Hall



MILLER

MISHMASH



DIETRICH

We have read with much interest member Raymond Dietrich's story of four chapters that has been running in The Classic Car and was completed in the December issue of that excellent publication. This story was the recounting of his own participation in the design of custom bodies for many of the great cars of the period.

The last chapter mentions briefly his association with the Franklin organization and mentions several facts of some interest. He started with the prevailing misconception of the car and its capabilities but seems to have recognized the car's roadability very soon in his connection with the company, mainly as the result of a long trip in a car given him by Mr. Franklin. He also mentions that working with the Franklin relieved him of two usual difficulties in body design due to its suspension system and also to its quitness.

The article shows one excellent photograph of a design on a 1927 chassis, apparently the forerunner of the Pirate. Mr. Dietrich mentions that this design was the beginning of concealed running boards and covered rear wheels...a very doubtful honor in our own opinion.

His story is decidedly worth reading, if you are not a Classic Club member try to borrow these issues from some friend.

January 2[4], 1960

Dear Miles:

Thank you for your letter of January 20. Got a kick out of your comments concerning your printer and old Grandad!

To answer your questions: I was consulting designer and engineer for Franklin in 1927, and the design which resulted in the model about which you inquire was designed by me in 1927 and built as a special one-of-a-kind for the Franklin Company and delivered to them in 1928. As I remember, it was bought by a friend of Mr. Franklin's who was a Canadian banker, and was destroyed just three weeks later by fire.

It was the privilege of the custom designer to create a new grille, hood, and fenders which might later be used in production. This was the case, because the radiator was later adopted from this particular car of which you have the picture. It was never called the Pirate as there was only one of these built. The reason it resembles the Pirate at all is with the absence of running board; this is the only real similarity. You will notice the Pirate has a thicker grille.

The trend at this time was to reduce the height of the step from the running board into the car, and I was one of the first designers to introduce the concealed running board. The finish was highly polished aluminum colored metallic paint.

I hope this information will help establish you as an authority on the CC, and that you can again raise your head in the presence of Tom Hubbard.

Cordially,

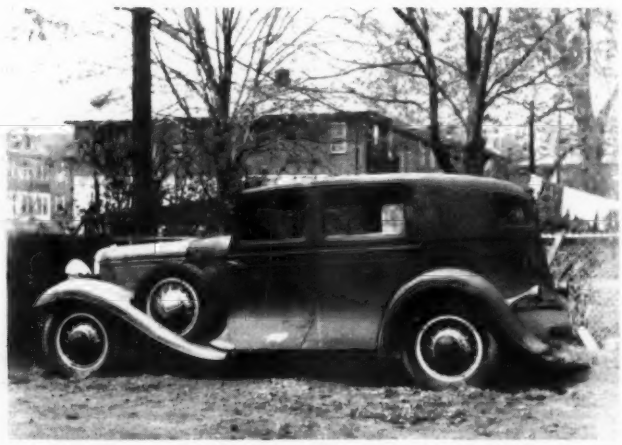
Raymond H. Dietrich

MORE MISHMASH

WALKER

A year or so ago member Albert Walker of Oconomowoc gave us these pictures of an interesting Franklin. We believed, as did Mr. Hubbard, that it was a Dietrich design, probably a Pirate version, on a 1931 chassis. Mr. Hubbard wrote: "I am sure of one thing; when this car originally appeared in new condition in the year 1931, it must have caused quite a stir, to say the least...It is sort of an attempt at streamlining before using compound curves to any extent in metal working"

We sent the pictures to Ray Dietrich for further identification and received the surprising reply; "Am returning your prints and am sorry not to be able to identify the car as requested. The enclosed running board is much like the Franklin Pirate model construction and design I originated and some of these cars were built at the Walker Body Company in Amesbury, Massachusetts. However the car is unfamiliar to me. It is not my work...of this I am sure."



WALKER

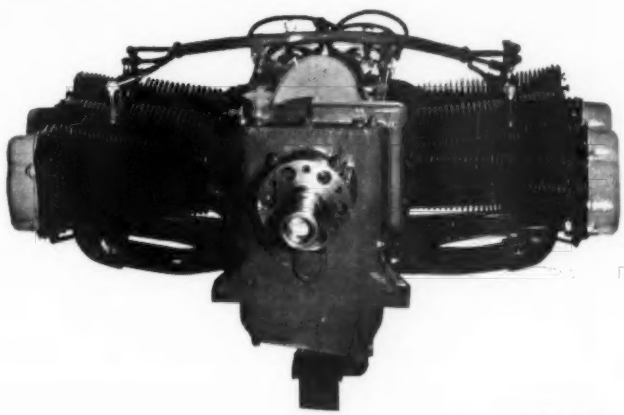
Krushchev calls it Алюминій . . .

. . .we say ALUMINUM

If you have been reading some of the advertisements of the new and very interesting CORVAIR you might have gained the impression that the Chevrolet outfit is the discoverer of aluminum and that all these years the world has given too much credit to Charles Hall and Paul Heroult. Your impression would not be entirely correct.

The Corvair advertisements refer to an "aluminum engine". Their "aluminum" engine consists of an aluminum crankcase, cylinder heads and pistons, the cylinder barrels are of good old cast iron. This was a well tried combination many years before the advent of the compact Chevrolet. Franklin, by no means the first in this field, used this same combination in 1930, thirty years before Chevvy. The Franklin of 1930 and following years used individual heads while the Corvair uses one head for each bank of three cylinders. It is interesting to note at this point that Franklin also used, for a time, aluminum (duralumin) connecting rods. For many of those intervening years the same combination of crankcase, pistons and individual heads was much used in aircraft engines.

From the Corvair statements I would have gotten the idea that their's is actually an aluminum engine, but so far as I have been able to learn there never has been an aluminum engine in any real sense. The Marmon "34" of 1916 comes as close to it as will likely ever be achieved. This Marmon used aluminum crankcase, bloc aluminum cylinders with a steel liner, aluminum heads and pistons. Howard Marmon was a cautious man and, while a capable designer, was not noted as an innovator, hence it is quite probable that he had waited until others had done the "bug chasing" before using it himself. I do not really know but it is probable that he was not the first to use this arrangement. But he did use it forty four years ahead of the Chevrolet.



DOMAN

Possibly the Franklin "50" of 1939, a pancake aircraft engine by Doman and Marks, was the first air cooled engine in this country to use aluminum case, heads, pistons and barrels, the latter had a thin (.064) iron liner. It is my recollection that a straight eight air cooler with a single aluminum head was on the drawing boards at Franklin when the final switch was pulled.

In view of the 1,565,556 tons of aluminum produced here during 1958 it is of some interest to recall that Franklin in one year, 1906 if I remember correctly, was the world's largest user of aluminum! Franklin was an acknowledged pioneer in the automotive use of aluminum and so were many other builders before the first Chevrolet saw the light of day. Mr. Frank E. H. Johnson, who rebuilt the famous Napier Gorden Bennett racers of 1903 and 1904 tells me that these engines had aluminum blocks cast with the upper half of the crankcase and

continued next page

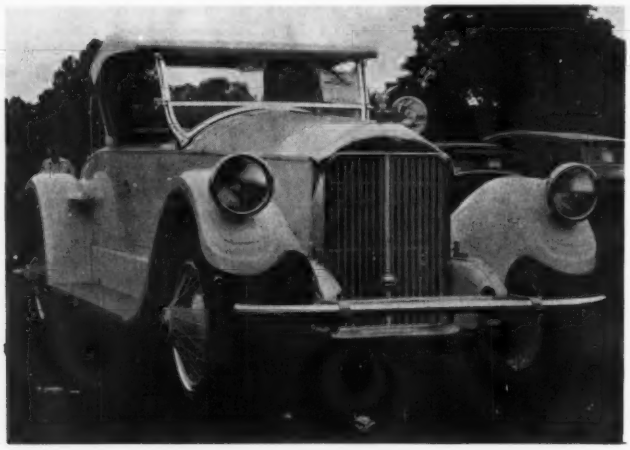
STILL MORE MISHMASH

containing cast iron sleeves pressed into the block. The lower half of the case was also aluminum but the heads and pistons were of iron. This, incidentally, is a six cylinder block and was actually built during 1902.

In trying to learn who first used the aluminum case, block or barrel, head and piston arrangement in production I consulted with Mr. William Gibson of VMCCA, Mr. Carl Doman of HHFC, Dr. Alfred Lewerenz of HCCA and Mr. Frank Johnson of the VMCCA. All of these gentlemen are in agreement that it should be credited in this country at least, to the Marmon of 1916. Dr. Lewerenz, however, mentioned some patent arguments directed at MARMON by the PREMIER outfit.

My own checking into the subject of early use of aluminum in engines, as well as the considerable information from Dr. Lewerenz and others indicates that this general subject could be the basis of a very interesting study. It is not properly within the scope of our limited magazine but I do commend it as a project for one of our bigger brothers. Some of the dates unearthed would be surprising to many readers.

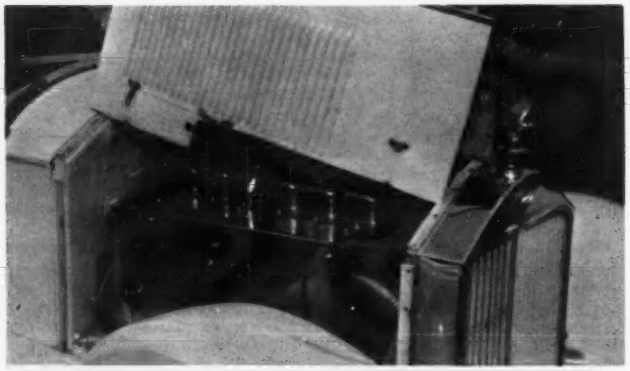
A. H. A.



Fleetwood Franklin

Since it is no longer considered good manners to hang heretics or burn them at the stake we feel that we dare admit that we cannot get very excited about any Franklin grille that came after de Causse. Our idea of a Franklin to drool over would be the Merrimac Sport Phaeton with a de Causse grille and hood or something along the idea of Meredith's "Jet Airman" hood.

Because of this taint of disloyalty we are presenting a few pictures of a Franklin, hybrid though it may be, that we think is a vast improvement in appearance over the regular car of the period, the "Fleetwood Franklin" of Mr. John Jacob Wittich of Pennsylvania.



BETTS

It is reported by a "reliable spokesman" that Mr. John Tyson of Royersford, Pennsylvania found this latest addition to his ever growing collection somewhere near Erie.

This early round hood appears to be absolutely complete in every detail, all brass, windshield, top and even the top straps. It should be a real beauty when fully restored. In addition to this fine barrel hood Mr. Tyson's stable houses a cross engine and a quite early air cooled Crestmobile.

84 Miles on a Single Gallon of Fuel

All mileage records were broken on June 21st, 1913, by a Franklin car equipped with a

Newcomb Carbureter

You are doubtless familiar with this test—why not get familiar with the carburetor that meters out and atomizes the scientifically correct amount of fuel for every driving condition.

Send for Booklet 160M and Reprint

The Holtzer-Cabot Electric Co.

Chicago, Ill. Brookline, Mass.

The article on the HOLMES mentions the use of the NEWCOMB carburetor. This advertisement was received from Charles R. Smith of Cabin John, Maryland after final layout had been completed on the Holmes story.

WIRELESS

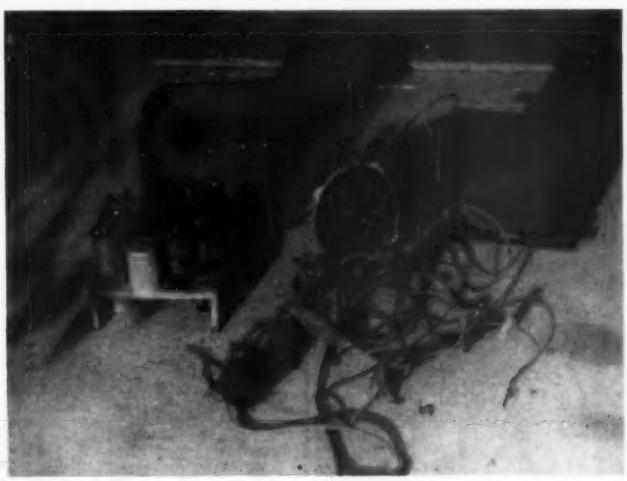
by James Beal

This has been buried in the files for a long time more or less waiting for a further report and, also more or less forgotten. At the time it was received the idea of "antique radio" sort of made us feel like a veteran of Shiloh. We recall that when we were quite young we set up a couple of "Wireless Stations" with a friend who lived about a block away. This was in the primitive days of a spark gap and key for sending and a coherer on the receiving end. It all fits in, however, the operation of the "stations" was dependent on a Franklin as our "Ruhmkorff" coils were two borrowed Splitdorfs from a model G coilbox. If the G was out no communications, the problem of such interrupted transmission was solved when the battery system on the Franklin was converted to a Bosch DU4. Ed.

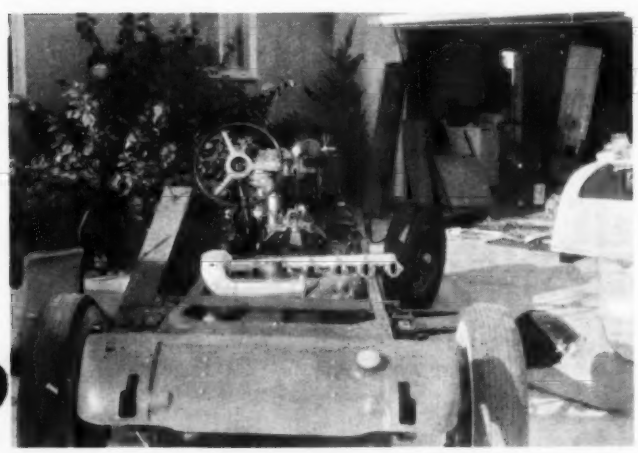
In the spring of 1957 about 4 or 5 Franklins were towed or driven from Parris, California to Atlantic Auto & Truck Sales in Gardena, California. Among these cars was a 1931 sedan with many engine parts in good condition. I bought, in case spares were ever needed, many of these parts during the restoration of my present 1930 Franklin. In removing some choice items from the dashboard I noticed a large black wooden box attached to the right side of the firewall. It was obviously a radio speaker, but it was the first time I'd seen an automobile radio speaker with an ear phone attachment. The volume control, on-off key operated switch, and dial control were compactly located in an oval black box attached to the steering wheel column. All wires and control cables went beneath the floorboards and toward the rear so I took out the front seat for a look. A 22½ volt radio battery, cracked and crumbling with age, was connected to the system as was the 6 volt car battery. A rust encrusted vibrator was connected to the 6 volt supply. The remainder of the radio was in a tin box about 12 inches square beneath the rear floorboards. Removal of the rusty cover revealed the 7 tube chassis below in very good condition. Wires from the various controls were traced and labeled, then the components were removed. Despite the labeling of the wires there were two wires of undetermined usage that will have to be puzzled out when I can get a circuit diagram. The tubes had the bulb-shape and identification numbers that have long been discontinued. The tubes are all Sylvania brand with a green leaf decal and have the identifying numbers: 551, 247, 224, 231, 239. The only identifying marks for the manufacturer are the words "Magnavox Speaker No. 144" on the 8 inch speaker. Sprague rectangular condensers and "I" shaped ceramic resistors are used. Solid colors, stripes and dots give the resistor ohms. One transformer No. 5006 is used, also a 2"x4" can with the word LITZ on top. Several coils of copper wire on cardboard tubes are present. The chassis is connected to outside wiring thru a multi-prong plug.

The plug is set into the bottom of the box and all incoming wires are encased in tar to prevent the moisture from getting into the chassis. The antenna was a 1x4 foot sheet of copper suspended beneath the car and attached to the frame by clamps.

I plan to get a letter off soon to the Magnavox Corporation in hopes of obtaining a circuit diagram. I had no idea that the restoration of a Franklin might involve some knowledge of radio. Now I'm combing the library records for old radio information as well as Franklin data. Any information or suggestions on this radio restoration from club members would be appreciated. I'll send more photos and progress reports during the next few months.



The equipment as removed, not yet restored



The antenae is leaning against front wheel

YOUR ATTENTION, PLEASE

Membership renewals have been coming in a most satisfactory manner, yet there are always some who forget or put it off until reminded. This is such a reminder. There will also be a second notice sent in the near future to all who have failed to "report for duty" by that time. In the meantime you will not be on the mailing list for 1960 publications.

It is a pleasure to report that so far in 1960 new memberships are coming in at a higher actual rate than ever before.

Miles S. Amick, Treasurer

Letter No. 1

FRANKLIN AUTOMOBILE COMPANY
SYRACUSE, N. Y.

April 17, 1912.

Quaker City Motor Club

Gentlemen:-

Will you kindly advise us why a discrimination has been made against the entrance of air-cooled cars in your economy contest?

FRANKLIN AUTOMOBILE COMPANY

Letter No. 2 (Answer)

THE QUAKER CITY MOTOR CLUB
PHILADELPHIA, PA.

April 22, 1912.

Franklin Automobile Company

Gentlemen:-

Yours of the 17th received and contents noted. In reply would say that we intended making a class for air-cooled cars but on finding only one represented in Philadelphia and knowing that it would take more than one make of car to make a contest, we had to abandon the air-cooled class.

QUAKER CITY MOTOR CLUB

Letter No. 3

FRANKLIN AUTOMOBILE COMPANY
SYRACUSE, N. Y.

April 17, 1912

American Automobile Association

Gentlemen:-

We note that the rules of the Quaker City Motor Club Economy Run, conducted under the rules and approved supplementary regulations and with the sanction of the Contest Board of the A. A. A., forbid the entrance of air-cooled cars.

Can you advise us why this discrimination has been made?

FRANKLIN AUTOMOBILE COMPANY

Letter No. 4 (Answer)

AMERICAN AUTOMOBILE ASSOCIATION
NEW YORK CITY, N. Y.

April 24, 1912.

Franklin Automobile Company

Gentlemen:-

Replying to your letter of April 17, you will appreciate that under the Contest Rules of this Association latitude is given promoters of automobile contests to select the specific classifications under which they desire to hold such events, and the entry blank covering the Quaker City Motor Club's run to Atlantic City on April 27th was accordingly approved by the Contest Board under the provisions of Rule 80, "Supplementary Regulations".

AMERICAN AUTOMOBILE ASSOCIATION

Letter No. 5

FRANKLIN AUTOMOBILE COMPANY
SYRACUSE, N. Y.

April 25, 1912.

Quaker City Motor Club

Gentlemen:-

To further clear up our question of the 17th, will you please advise us why it was considered necessary to exclude the air-cooled cars from competing with the water-cooled cars? That is, why was it deemed advisable to consider making a class for air-cooled cars alone?

FRANKLIN AUTOMOBILE COMPANY

Letter No. 6 (Answer)

THE QUAKER CITY MOTOR CLUB
PHILADELPHIA, PA.

April 25, 1912.

Franklin Automobile Company

Gentlemen:-

We are very sorry to cause you so much trouble and anxiety about our economy run, but it is too late now to change it. Next time we will try to do better and make it so that air-cooled cars will have a class in which they may enter.

QUAKER CITY MOTOR CLUB

A Pleasure Run, within the Law, over Good Roads, to the Greatest Seashore Resort in the World

1912—Spring Run—1912

OFFICIAL SANCTION No. 428

OFFICERS

President—Paul B. Huyette
1st Vice-Prest.—O. Douglas Bartlett
2d Vice-Prest.—Isaac T. Shoemaker
Treasurer—Ralph L. Murray
Secretary—Clarence W. Cranmer

Pathfinder and Pilot—George E. Potts

Starter—O. Hilton Gantert

THE QUAKER CITY MOTOR CLUB

Referee—Fred. C. Dunlap Technical—C. Stead
Official Representative of the Contest Board A. A. A.—P. D. Folwell

Official Timer—Paul B. Huyette

BOARD OF GOVERNORS

L. D. Berger
P. D. Folwell
Frank Hardart
A. T. James
M. E. Brigham
Fred. C. Dunlap
O. Hilton Gantert
Geo. M. Graham
Geo. E. Potts

Fifth Annual Social and Gasoline Economy Run

OF

The Quaker City Motor Club

Under the Rules and Approved Supplementary Regulations and Sanction of the Contest Board of the

AMERICAN AUTOMOBILE ASSOCIATION

CLASSIFIED

SECRET TIME RUN OPEN TO ALL

ECONOMY RUN OPEN TO ALL

Secret time to be within the

Each contestant at finish of

he has written his opinion

not than

These time

and divided

Two days before the Quaker City Motor Club Economy Run, Motor Age published the following answer to a query regarding the fuel efficiency of the air-cooled motor. This answer shows the reason why "They barred us out."

...mutor Club
...omy Run
...ment Regulations and with the Contest Board of the
...OMOBILE ASSOCIATION
CLASSIFICATION
PARTICULARS
...TIME RUN OPEN TO ALL PLEASURE MOTOR CARS EXCEPT AIR-COOLED CARS
...PEN TO ALL PLEASURE MOTOR CARS

...ine to be within the legal speed limit of the State of New Jersey. Secret time will be computed as follows:
...stant at finish of run will hand to Official Timers—The Timers Club of the Q. C. M. C.—a card on which
...written his opinion as to what the secret time should be, which time must be within three and four hours, i. e.,
...than three nor more than four hours; this card must be signed Cards supplied by the Club
...These time estimates will, after all cars have checked in at the Hotel Strand, Atlantic City, be added toget-
...and divided by the number of estimates, thus giving the secret time. Cars will be started thirty seconds interval, a
...timing for s... and finish under supervision of the Timers Club of the Q. C. M. C.
Eco...my Formula.—Weight of car in pounds with passengers included, divided by gasoline consume...
...nces, 128 ounces to the gallon. Uniform gasoline provided by the Club (which will be charged for at lowest poss...
...cars entered in the economy test will park over night at the White Garage, 62 Broad Str...
...be gone over by the Technical Committee of the Club and the gasoline tanks filled. Passengers
...car when it is weighed, and when it is running observer must be in the car at all times; n...
...unless observer is in the car. Cars may be taken from garage at 11.30 A. M
...r and will carry an observer in the run. Cars in (b) will be checked
...irst car will leave at 1 P. M.

PRIZES
FOR SOCIAL 1st AND 2nd
FOR ECONOMY 1st AND 2nd

Letter No. 7

FRANKLIN
AUTOMOBILE COMPANY
SYRACUSE, N. Y.

April 29, 1912.

Quaker City Motor Club
Gentlemen:-

This is in reply to your favor of April 25.

We assure you that you have not put us to either trouble or anxiety on account of your economy run. We only wish to know why you consider it necessary for air-cooled cars to have a special class in an economy contest. Is there any possible reason why an air-cooled car should not be run alongside of a water-cooled car in a contest which is to determine the relative efficiency of the motors?

If there is any such reason we would like very much to have you furnish us with it.

We would appreciate your courtesy in replying to us in this regard.

FRANKLIN AUTOMOBILE COMPANY

To letter No. 7 we can not get a reply, and

This explains why

In the Quaker City Motor Club Economy Run first prize was awarded to a two-passenger car that used 2 gallons, 28 ounces of fuel to cover 61.3 miles. Average 22.07 miles per gallon.

...This ans... shows the reason why "They barred us out."

?

2—I have noticed a certain motor magazine claims that on account of water-cooled engines being kept too cold they seldom win fuel economy tests. Does Motor Age know of an air-cooled engine ever winning one?

Reprinted from
MOTOR AGE—April 25, 1912

Fuel Efficiency of Air-Coolers

Inquiry as to Performances of the Type Answered

2—In July of 1909 the Automobile Club of Buffalo promoted a 1-gallon mileage test for motor cars run on a ton-mile basis. Twenty cars competed. The cars were weighed with the passengers aboard, after which 1 gallon of gasoline was poured into the tank of each car. A Franklin air-cooled car made the greatest mileage on its gallon, going 46.1 miles. This car weighed 2948 pounds, and was a 1910 model. At the finish of the test the car had 135,902 points and the best that any one of its eighteen competitors which finished could score was 86,612. The average of these eighteen contestants was 64,495 points, or 71,407 fewer than the Franklin figure which more than doubled it. The Franklin's total mileage of 46.1 exceeded by 20.4 miles, or 79 per cent, the average of 25.7 miles that the other eighteen scored. The Franklin's car and passenger weight of 2948 pounds, exceeded by 161 pounds the average weight of its competitors which was 2787 pounds. The weight for all entries was 55,904 pounds; the total mileage of the nineteen which finished was 509.1.

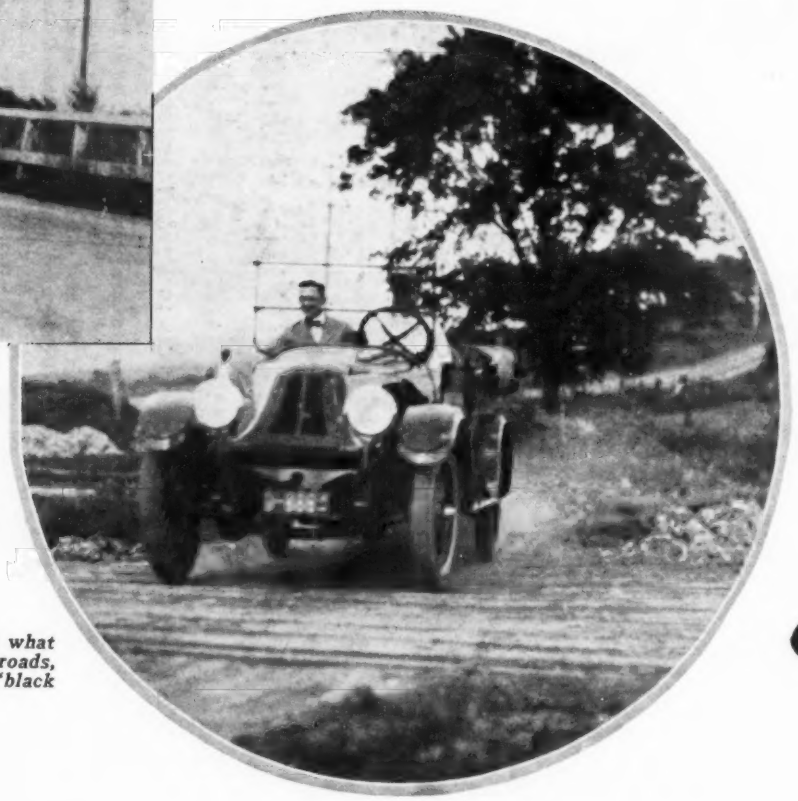
The Franklin was an 18-horse-power touring car which went through the competition without road stops or trouble. The course was slightly rolling, with grades of about 1 per cent, and on the outward trip there was a slight head wind. The roadway was first one of good asphalt, then in succession brick of indifferent quality, badly worn macadam, a stretch of good macadam followed by one of bad macadam, full of holes and crossed by high crosswalks, and finally a fair piece of state road. In addition to capturing the general contest trophy in this event the Franklin won the trophy for its class, which was for motor cars ranging in value from $1001 to $2000.

It was with a car of the same type and power, but of 1909 model, that a previous record was made in the spring contest held on Long Island roads by the New York Automobile Dealers' Association. In this event the air-cooled Franklin defeated nineteen rivals and carried 2880 pounds 35.8 miles, this being a ton mileage of 51.5. Up to this time the Franklin had held for 3 years the 2-gallon world's record for gasoline economy, which was made May 15, 1906, in a contest held by the Automobile Club of America upon a Long Island course. The car which established the 2-gallon record was one of 12-horse-power and it carried a weight of 1500 pounds 87 miles. Only seven of its opponents were able to go as far as 50 miles. To show that there was no luck about the result the car was sent over the route on the following day and then made 95 miles on the allotted 2 gallons.

FRANKLIN AUTOMOBILE COMPANY
Syracuse N Y

Friday, July 13th, 1917

Professor E. H. Lockwood, of Sheffield Scientific School, Yale University, noting observations during Cowles Tolman's record run at New Haven, 82.8 miles on one gallon.



Around Des Moines, this is what a car meets in the line of roads, if you ever saw Iowa's "black soil", you know the story.

Much has been written about motor car economy since the advent of the "compact" cars. Of course this means fuel economy for surely no one would write much about economy of replacement of windshields or repair of fenders for example or even the overall business of owning and operating a present day car. Actual fuel mileage is, however, very creditable when taking into account the horsepower that has to be fed in even these most modest of Detroit engines.

We actually know nothing of the fuel economy of these "compacts" except published claims most of them have made, quite probably in actual service they will show a nice gain in mileage over their standard brothers. But once again current advertising being what it is, might give you the idea that until their advent all cars were universal gas hogs. While no direct comparisons can really be made with the smaller cars without much tricky and questionable sliderule study, because of great differences in engine design, available fuels, road conditions and other factors, yet the search for fuel economy is hardly new

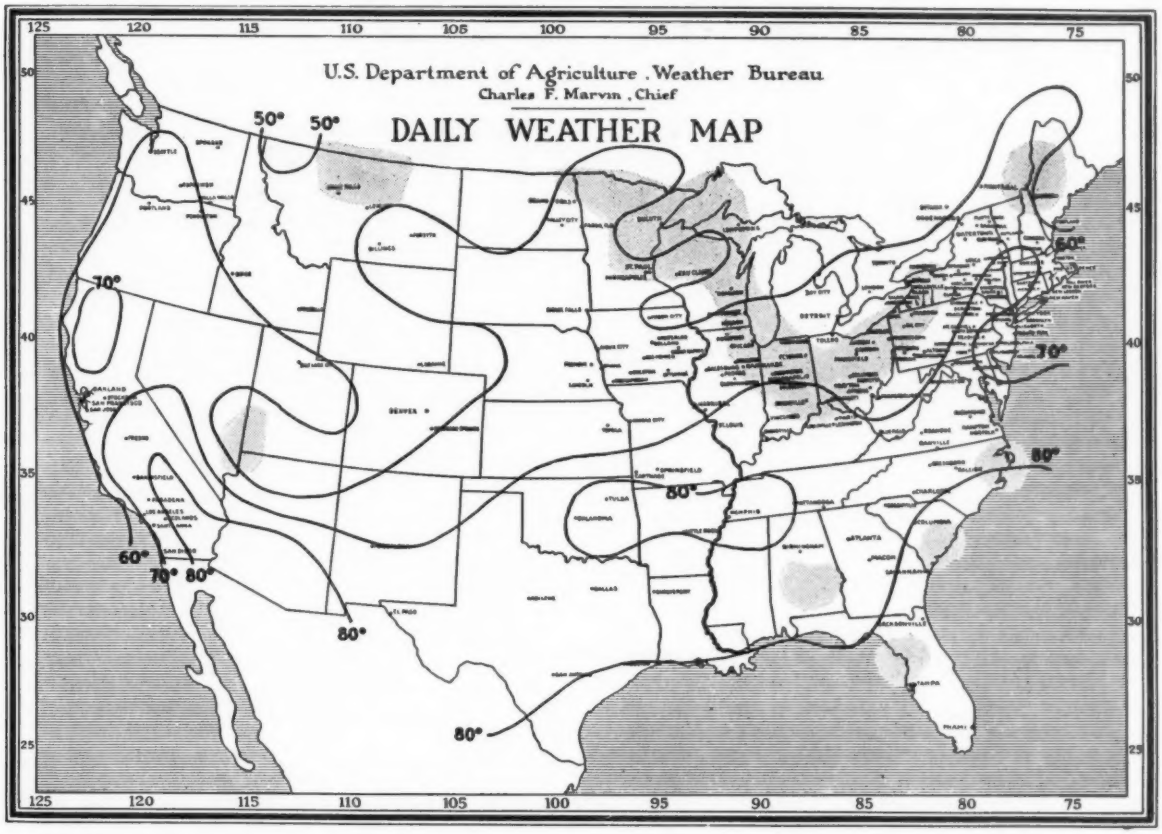
Among old timers the subject is seldom mentioned without a word about Franklin, either in admiration of their unparalled record or in openly expressed doubt. As organized economy tests were out of favor during the late years of Franklin we have had no competitive figures on those lafe cars. But in their earlier years, probably generally ending before the twenties, such runs were very common and very popular. With Mr. Wilkinson gasoline economy was a real measure of engine efficiency and as long as he controlled the engine's destiny he placed such performance at about the top of the list.

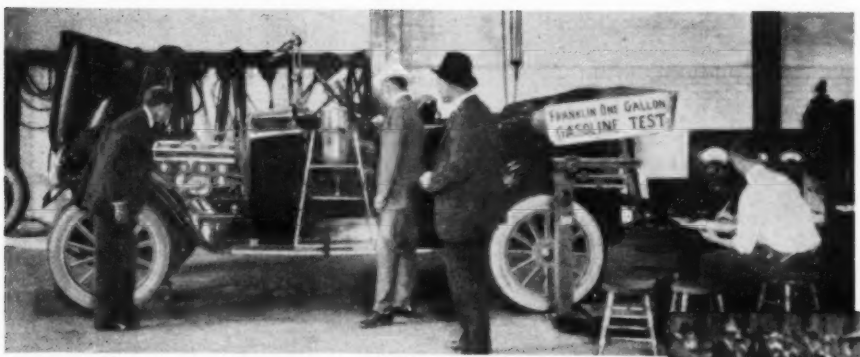
As ACN at one time or another has fully covered the better known Franklin economy runs we will not have much to add except a few figures from the last year or two of the famous nationwide tests of the Six-Thirty. Our well known member Edward Landmichl has loaned us the several pictures shown here, including the one of Cowles Tolman of New Haven at the time he set the then world's economy record for six cylinder cars with his fabulous 82.8 miles on one gallon. Second place was taken by a similar car at Detroit with 71.6 and third was made at Akron with a mileage of 69.4. In the entire field of Franklins nineteen made between 50 and 60 miles and six exceeded 60. The average mileage of the one hundred and seventy nine cars engaged was 40.3. The weather map of that day will show the wide variation in conditions around the country.

Neither the Franklin people nor anybody else ever claimed that these figures represented what the usual driver could hope to average with his own car of similar model. Neither should the owner of a present day motor car hope that its record in current trials can be approached in his own driving.

They were all out scrimping tests of the final ability of a car to squeeze out miles with no regard for any other performance factors. It is interesting to note that air cooled cars in general dominated this field in those days, almost always in open competition it was Franklin at the top with other air coolers like Frayer-Miller, for example, as runners up.

We think the correspondence reproduced in our center spread is of exceptional interest as it is a definate, though reluctant, admission that Franklin and other air coolers were undisputably first in this field and succeeding competitions were arranged to select the Second Place cars.





Observers, Prof. E. H. Lockwood, M. E., and Mr. E. H. Burgess, inspecting New Haven car at automobile test department of Mason Laboratory, Yale University. Tracing out gasoline line, calibrating speedometer, checking standard specifications.

"My little four year old girl showed Detroit people why the Franklin goes farthest on a gallon of gasoline," said W. J. Doughty, Franklin dealer. "With her skipping rope she pulled the car for several blocks along a dead level stretch of Woodward Avenue."

FRANKLIN Olympic

By Dr. George Boyer

Introduction:

The years 1950-60 saw the development by Detroit of a special breed of high performance motor cars. It reached its peak in 1955-57 with the various automobile companies openly backing their products in stock car racing. These "super-stocks" were made available to the public under various guises (e.g. with "export kit"). Abruptly, then, all company sanction of auto racing was dropped, ostensibly in keeping with a national safety campaign. The slogan "speed kills" was widely published and drew vigorous criticism by automobile enthusiasts in many quarters. If I may be allowed an opinion, I should go along with the "speed kills" theme. My opinion is colored, of course, by having treated many terribly injured auto accident victims in the hospital dispensary. But, I have yet to treat anyone injured while driving to church, and it is generally accepted that few people speed on their way to church.

But I digress. The point of referring to the super-stocks of the 1950's is that the H. H. Franklin Company once produced its own "hot rod", The year was 1932 and the car was called the Olympic.

Background and Conception:

The year 1932 saw the Franklin Company in dire circumstances as indeed were all other automobile companies. The depression had reached its lowest point. From its highest production year (14,432 units) in 1929, Franklin output dipped to 6,043 in 1930 and to 2,851 in 1931. The year 1932 looked even worse. This was the period when most people could not afford a Ford at $500.00 and all Franklin had to offer was a car in the $3,000.00 bracket. True, the company offered the "Transcontinental" line at about $2,300.00 in 1931. But even this face-lifted 1930 model was too costly. It is ironic indeed that the still higher priced V-12, in the works for over four years, was finally ready for introduction in 1932 at the very bottom of the depression.

The decision was made then in 1931, as Ed Marks recalled in his talk at our 1959 Trek, "To produce a low priced car without enough funds to finance a new car project". In crystalizing this "impossible" project contact was made with several other independent companies, Reo and I believe Hupmobile and Graham, who were in similar distress. The feasability of mounting the Franklin "Airman" engine in the Reo "Flying Cloud" chassis was investigated. The engine swap worked, an arrangement with Reo was made and the Olympic was born.

The Period of Gestation:

The small car idea was so proposed and Franklin's vast engineering department went to work to speed the arrival of the little stranger. The "Vast" engineering department numbered exactly eleven people, including a stenographer, a draftsman and two executives! What they lacked in numbers they more than made up in ability and ingenuity. Again referring to Ed Mark's talk, the new car was set up as follows:

1. The Reo Flying Cloud chassis and body would be used. This included drive train and such items as headlamps, tail light and outside horns.
2. The 274 cubic inch Airman 6 engine would be placed in the Reo chassis. This was the 1932 "super-charged" engine, which pleased the advertising department, but embarrased the engineering department. Franklin's "supercharger" simply piped air from the sirroco fan to the carburetor-a "supercharging" effect of only 0.2 inches of water. There was distinct benefit from this system although the supercharging effect was minimal: intake air temperature was reduced and resulted in increased engine performance.
3. Certain entirely new parts were required to give the vehicle a distinctive appearance. These were held to a minimum and included the hood, grille, louver for fan and the instrument panel. Also needed were engine supports and an adapter between Franklin engine and Reo transmission.

The hood and grille were designed to resemble the larger Airman. The grille treatment was interesting. The thermostatically controlled louvers which graced the front of the 1932 Airman in a satin brite metal finish were moved back behind a wire screen and were painted black for the Olympic. The semi-"V" grille proper of the Olympic consisted of narrow vertical bars and were cadmium plated. Just as our editor of ACN objects to painted grilles on Renault period Franklins, I shall enter an objection to painted grilles on Olympics. They should be finished so as to resemble the original cadmium plating if you would be 100% authentic. It is interesting to note that the grille treatment introduced by Olympic in the Fall of 1932 appeared on the Airman for 1933. In fact, this is major appearance difference between th Airman cars of 1932 and 1933.

Probably the major new part required for the Olympic was the adapter over the clutch, between the Franklin engine and the Reo transmission. Ed Marks relates that hardwood patterns were used in producing this part.

The instrument panel for the new car was worked out with the Reo organization. In trying to get the design perfected, Franklin designers were referred to the AC Spark Plug Division of General Motors who were making some of the instruments. There they were met by an energetic young man who had been assigned to the project and who was most helpful in solving some of the problems. The young man's name was Harlow Curtiss, one day to head the entire General Motors organization. Incidently, if you felt any question about the parenthood of the Olympic in which you happened to be riding, you had only to glance at the instrument panel and there, bottom center, was the familiar Old English "F" reassuring you that you were "Franklin propelled".

Blue Shield obstetrical fees for delivery of an Olympic were low in the early 1930's as illustrated by Ed Marks in his 1959 Trek talk: Total tool and fixture cost of the Olympic-$2,500.00, number of cars made about 2,000, or cost per car for tooling a little over $1.00!

Reo bodies were shipped from Lansing to Syracuse. Thirty Reos a day arrived and were completed by forty Franklin employees so that a car entered and left the Franklin plant the same day. Encouraged by Olympic sales Franklin proposed to make 5,000 more cars. The proposal submitted to Reo was something like this:

Base list price of sedan	$800.00 (Reo)
Minus discount (30%)	240.00
	560.00

Minus discount for no engine of $160.00 leaving the net cost for chassis and body to be $400.00.

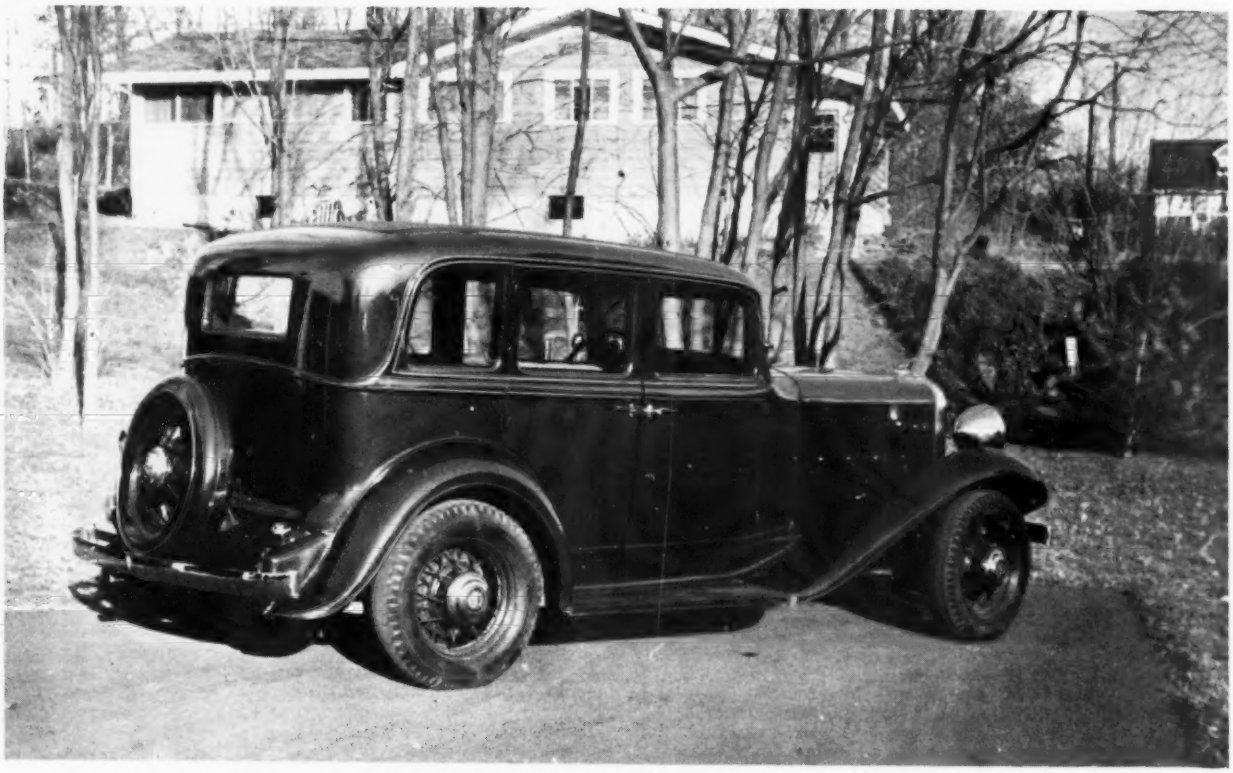
The plan was rejected by Reo and the Olympic succumbed at a very young age.

Description of the Olympic:

The Olympic fitted the medium car description of the early 1930's. By today's standards its outside dimensions would be small indeed, but inside it would be large especially for rear seat passengers. By using the large Airman engine, the hood projected considerably farther front than contemporary makes, so that the car had a unique appearance which appeared odd.

Rear view of a line of Olympics. Right hand car is a 184, the rest are 183's. Note different wheel treatments and the deeper fender flange on the 184 as well as its soundly mounted trunk.

Front view of Dr. Boyer's Series 183. This is the fortieth Olympic made. The mirror, bumper gaurds and script are authentic accessories. The parking lights are not correct and the windshield frame should be chrome, not painted.



Rear view of the Boyer 183. The backup light, locking gasoline tank cap and the extended tailpipe are not original.

Most 1930 era cars had the radiator set over the front axle. However, by the mid 1930's all cars had engines moved over the front axle (so that passengers could ride between the axles) and thus the Olympic seemed to look more and more modern for a few years.

Mechanically, the car was powered by the superb side draft 274 cubic inch air cooled engine which is well known to all of us. Compared with the Reo Flying Cloud engine, it made a little "bomb" out of the Olympic. This was especially evident in the lower range torque. The Reo engine had somewhat better higher range torque and thus the top speed of the Olympic was not as impressive as one might expect, being in the neighborhood of 80-85 mph.

But in acceleration! That's where the Olympic showed its tail light to just about all other production cars.

OLYMPIC SPECIFICATIONS

Wheelbase 118"
Tread - front 58", rear 61"
Weight - sedan 3,625; convertible 3,425; coupe 3,500
Horsepower-weight ratio - 1:35
Engine - 6 cylinder, direct air cooled
Bore - 3½"
Stroke - 4¾"
Displacement - 274 cubic inches
Supercharger - Actually only a separate duct from the side draft housing.
Ignition by "Startix"
Transmission Ratios:
1st - 2.89-1
2nd - 1.54-1
3rd - 1. -1
Reverse- 3.51-1
Rear axle- 4.3-1
Tires 4 ply. 6:00x17
Colors: Black, green, blue, gray and tan - the fenders, wheels and splash aprons all finished in body colors.
Standard equipment: Dual outside horns, dual wipers and wiper motors, free wheeling, syncro mesh; silent 2nd, inside sun visor, driver's side.

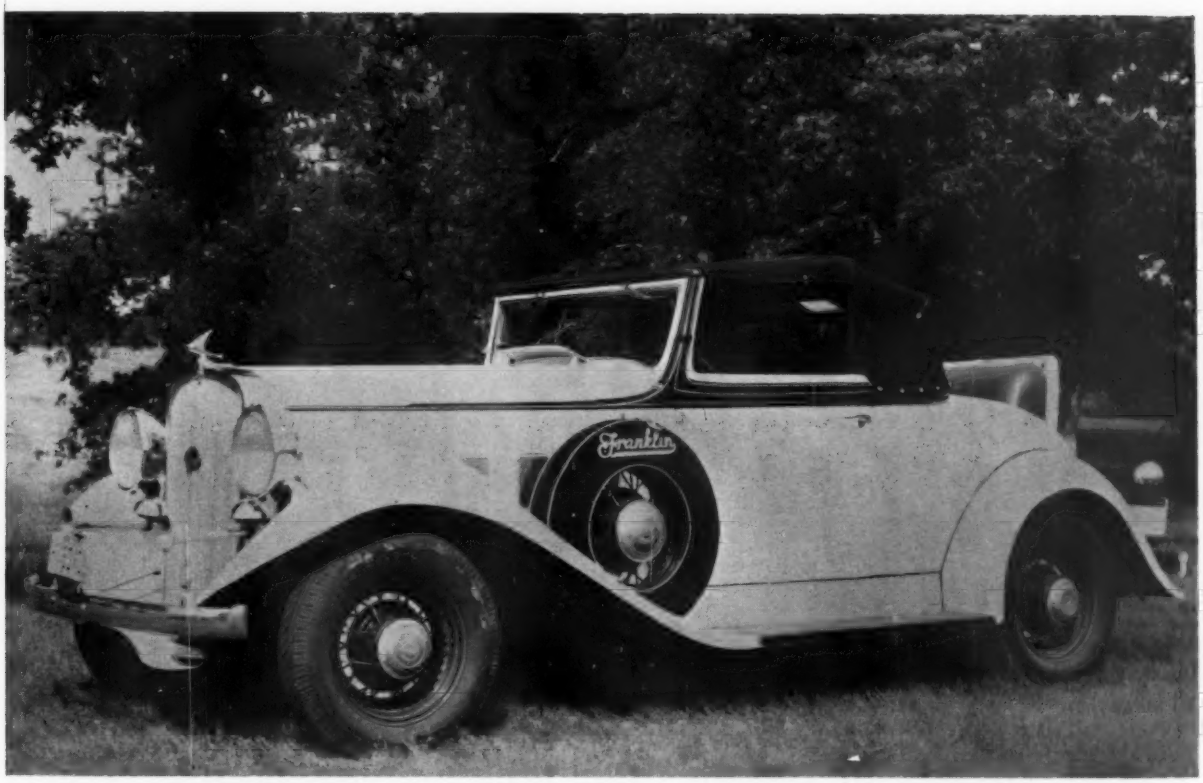
The following were finished in chrome: Bumpers, headlamps, tail lamp, horns, shell of grille, hub caps, hood louver trim, door handles, windshield frame, bar down center of hood (between 2 sides)

Price: 4 door sedan, f. o. b. Syracuse $1385.00 - delivered in Allentown, Pa. $1535.00 - the convertible was approximately $50.00 more.
Special equipment available: 6 wire wheels (2 spares in front fender wells), rear luggage carrier, metal trunk.

Model Changes of the Olympic

Although the Olympic was produced during a relatively short period of approximately one and a half years (September 1932 - March 1934), three distinct models evolved. These were variously designated:
Series 183 (or 18A) - Sept. 1932 - June 1933
Series 184 (or 18B) - July 1933 - Dec. 1933
Series 185 (or 18C) - Jan. 1934 - March 1934
The approximate serial numbers are as follows:
Series 183 prefix 83 11001 to 12000
Series 184 prefix 84 12001 to 12300 (estimated)
Series 185 prefix 85 12301 (estimated) to 12509

The distinguishing features are listed:
Series 183:
1. External appearance:
Head lamps large diameter, bowl shaped to a point at rear quite similar to the 1932 Airman. A tear-drop in bas-relief graced the top of the rim and extended part way on to lamp.
The trumpet horns were mounted so that the chrome "hats" over the mechanism were behind the center point of the headlamps. These "hats" were constantly dented by the front corner of the hood as it was lowered.
Bumpers, front and rear, ended with a roll about a bolt which had a chrome cap.
A single chrome hood latch released each side of the hood with a 90 degree turn.
Running boards were a rubber coated steel with a distinctly stamped border. The edge was a right angle.
The front fender did not have a deep flange. The tail light assembly carried the license plate below it.

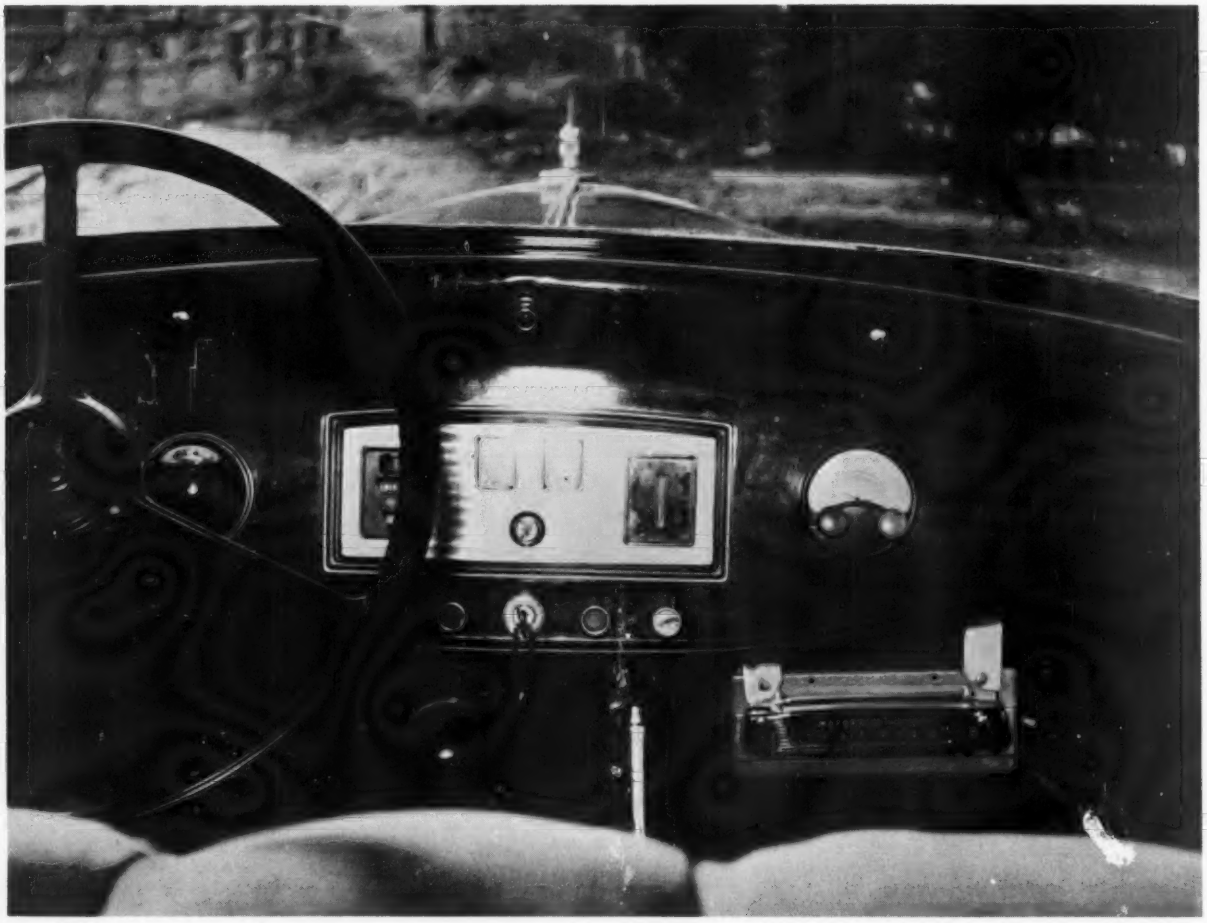


This fine 18 A was rescued and restored by member Jack Hildreth of Dallas. The engine had been pulling a saw mill, every day, rain or shine, for seven years. The chassis and body had very little previous use.

Interior of Dr. Boyer's 1933 Series 183

An exceptionally fine 18 B belonging to the late Lawrence K. Hakes of Missouri

2. Interior:
Door handles were rather sharp and flat. Doors opened by pushing down, locked by pulling up.
Dashboard: Speedometer was roll type, the reading showing through a slot. No glove compartment. Free wheeling control at extreme left operated when lever was pulled out (its travel was about 3") Dash light control knob was the left one of center row of four.



Cockpit of Dr. Boyer's 183. Honest gauges, not silly warning lights! A Ford-Philco radio was added in 1935. The panel is metal with a wood grain finish.

3. Chassis:

The Olympic chassis, of course, was pure Reo. It was of good solid construction and of advanced design for that period. There was a steel frame with "X" bracing. The first steel frame to appear on the "regular" Franklin was in 1928 on the long wheelbase model. Suspension was by 4 semi-elliptic leaf springs, as used by practically all U. S. manufacturers except Franklin (full elliptic) and Ford (transverse). Shock absorbers were Delco-Lovejoy. The gearbox had three speeds forward with a rather wide gap in ratios between first and second. Second was "silent" and syncromesh operated on second and third gears. Free wheeling, sometimes referred to loosely as "overdrive", was offered as standard equipment and the device was located at the rear of the transmission case. The propeller shaft had two conventional type Spicer universal joints. In over 100,000 miles of Olympic traveling, I have found the grease fittings on these universal joints to be the most frequently missed at service stations. In fact, it is rare indeed for a service station to grease them unless specifically instructed. The front axle was "I" beam as contrasted to Franklin customary curved tubular axle.

Four wheel Lockheed hydraulic brakes were used and were smooth and reliable in operation. Drums were 12" in diameter, 1¾" wide - a total brake lining area of 263 square inches which figures out to 13 lb. per square inch. By comarison here is the weight to brake surface ratio of our new compact cars for 1960: Chevrolet Corvair 20.5 lb. sq. in., Ford Falcon 21 lb. sq. in. and Chrysler Valient 22 lb. sq. in. an average of more than 50% greater brake loading than the Olympic! The hand brake was a double acting contracting 2½" band on a 7" drum at the rear of the transmission. This was definitely not an "emergency" brake; in fact it was hardly a good parking brake. I would rate it as one of the definite weak points of the Olympic. When one recalls how efficiently a similar set-up worked as a service brake on the 2-wheel brake Franklins, it is hard to believe that a better hand brake could not have been designed for the Olympic or the Reo.

This picture of the William A. Thompson car shows the overhang effect mentioned by the author.

4. Engine:
The 274 cubic inch Airman 6-engine was used with all the well known features. This engine developed 100 horsepower and gave a very favorable weight to horse power ratio of 35 lbs. hp in the 3500 pound Olympic in contrast to the Airman which had "grown up" to over 2 tons. Among contemporary cars only Ford with its new V-8 (32 lbs. hp) and Duesenberg (a highly developed ultra luxury vehicle) could better Olympic's power to weight ratio.
Carburation was by Stromberg model U3 in all but some very late Series 183. These late 183's and Series 184 used Stromberg carburetor URO2. While on the subject of carburation allow me to comment on another annoying characteristic of the Olympic: unless the driver was thoroughly familiar with his car, and even then if he did not execute precisely a feather* touch on the foot throttle as he fed the gas, the result would be a sudden forward thrust as if the throttle purposely had been floor-boarded. The cause of this un-Franklin like behavior was the insidious characteristic of the throttle pedal to build up increasing resistance to the driver's throttle foot through its first third of travel Then suddenly all resistance vanished and the pedal traveled effortlessly toward the floor board. This characteristic could be quite annoying in heavy traffic, and in low gear acceleration it could be even frightening. But for a real hair raising and drive-train racking experience, teaching a novice to drive an Olympic took the cake. I have a clear memory of brother Frank (who learned to drive an Olympic) trying to master this frustrating feature. The cause of this behavior no doubt stems from coupling Franklin's carburetor to the Reo throttle controls. Somewhere the linkage must bind and then release. Although the effect could be minimized by tedious adjustment of the linkage the tendency remained. Forgive me for dwelling at such length on a rather minor complaint which would have been corrected easily had the Olympic continued in production, but this mischievous behavior stands out brightly in my memories of this car.

Series 184 Olympic. Close up of rear bumper end showing different treatment than used on Series 183

Series 184 or 18B
Series 184 brought out in the summer of 1933 was the same basic car as Series 183 with the following changes:
1. External appearance:
   a) Headlamps were decreased in diameter but increased in length. The lens glass was now convex instead of flat.
   b) The outside trumpet horn position was moved forward.
   c) Front and rear bumpers were redesigned. The front bumper dipped at its center to form a broad "V". Ends of both front and rear bumpers no longer had the bolt. Instead the bright metal facing was riveted directly to the black back bracing.
   d) Hood latch - the single handle was discarded in favor of 2 latches of the more positively acting snap-on type.
   e) Running boards had a heavier look with the edge "rolled" rather than flat.
   f) The front fender had a deepened flange or skirt with a lined sculptured effect.
2. Interior:
   a) The hardware design was different, being more rounded. The inside door handles locked in down rather than up position.
   b) Dashboard: A clock type speedometer appeared. Small glove compartments were designed into extreme right and left ends of dash. The free wheeling knob worked opposite of Series 183 (i.e. free wheeling was engaged with knob all the way in). The panel light switch was moved from knob on left of dash to a throw switch on lower edge of instrument board.
3. Chassis:
   a) Wheel base quoted as 119" as opposed to 118" on Series 183. The story has been told that this was accomplished by placing chains around front and rear axles and pulling until the wheelbase measured 119"!**
   b) A kick shackle was attached to front end of left front spring to prevent tendancy to wheel tramp.
   c) The free wheeling device was built into the transmission case and did not require separate lubrication.
   d) The propeller shaft was fitted with needle bearing type universal joints that did not require lubrication for 50,000 miles.
   e) The rear spring shackles of the front springs were of the silent U type.
4. Engine:
   a) A Stromberg URO2 carburetor was used.

Series 185 or 18C
Very few of this series, introduced in January 1934, were produced. The striking feature of these cars was the front end appearance which together with the 1934 Airman, was redesigned to resemble the V-12. The following changes appeared:
1) External:
   a) New slanting and sharply V-eed grille (like the V-12)
   b) Hood redesigned for new grille.
   c) Tail light carrier license plate above light.
   d) Outside horns eliminated.
2) Engine:
   a) A small honey comb oil radiator was placed in cooling shroud at left front end of engine.

A Series 185. A rare model and the only picture that has come to light. Courtesy Paul Fegely.

The Olympic was a hybrid. But in my opinion it was a very good car. Reo quality in body and chassis were certainly above average and the powerful Franklin engine gave outstanding performance. Only Franklin's famous ride was lacking.

In conclusion, I regard the Olympic as truly worthy of the Franklin name. That this is not an isolated opinion is testified to by the number or Olympics which are still to be seen, some even in daily use.

G. S. B.

** No relation to member Karl Feather who has unique ideas about fuel tank placement in Franklins. He has a Series 13 that carries a gasoline tank up front along side the driver... painted orange, yet! The tank, not the driver.*

*** Hugh Goodhart told such a story, with many trimmings, at one of the Annual Dinners, whether it is true or "folklore" we do not know. The tale being that the Sales Department wanted to advertise certain details that did not check with Reo, wheelbase being one of them, so they stretched it and consequently were able to say that "under certain conditions" the 184 had a wheelbase of 119". Anyway it makes a good story.*

Thank You, AACA

THE ANTIQUE AUTOMOBILE

Official Publication of
Antique Automobile Club of America, Inc.
America's Oldest & Largest Automotive Historical Society

L. SCOTT BAILEY, Editor
46 Perry Street, New York 14, N. Y.
WAtkins 9-7849

February 15, 1960

Mr. A. H. Amick
Cumberland
Maryland

On behalf of our past president Bill Pollock and our present president George Norton and myself, all personally sorry that you were unable to be at our Silver Jubilee Meeting in Philadelphia to receive AACA's award for outstanding contribution to the preservation of automotive history through your most excellent publication, AIR-COOLED NEWS. This award was made to the publication. This is the first time the award was given to a particular publication. Prior to this, all the awards have been given to individuals, groups, and organizations.

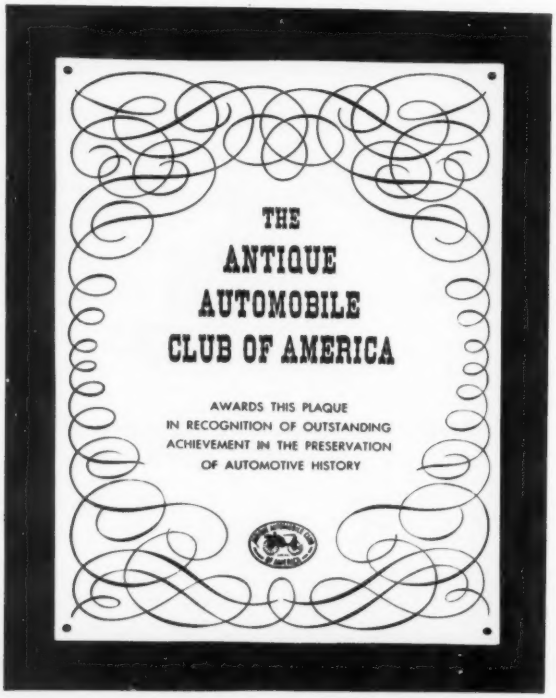
I am forwarding to you this award under separate cover at the request of Mr. Pollock.

Congratulations again from me personally, and I hope that you will display this plaque in your --"editor's room".

Best of luck

Scott

1935 Silver Jubilee 1960



The Last Mile

concluded

Finally, on October 16, purchase of all notes having a total face value of $2,213,917 including interest, was made from non-Syracuse creditors by a syndicate known as "Franklin Motors, Inc." with the intention of manufacturing a cheaper line of air cooled cars. The new syndicate was owned by John E. Williams, George Ritter, a Toledo attorney, and Ward Canaday president of the U. S. Advertising Agency of Toledo and later principal stockholder of Willys-Overland.

On December 29 the assets (plant and machinery) of the Franklin company were sold by the creditors to Franklin Motors, Inc., for $278,750. At this time, Franklin Motors held 97% of all claims.

**** Eventually, in 1937, the city, having seen the factory stand idle for three years and the unemployment situation remain critical, granted a very favorable tax agreement to the Carrier Corporation, which occupies the plant today. One informed opinion holds that if the city had been as generous to Franklin as it later was to Carrier, there never would have been a liquidation.***

In September 1935. the syndicate purchased the Doman-Marks Engine Company from the Walker interests, moved it to Syracuse, and temporarily took over the production planning of the new straight eight air cooled Domark car, which was to sell at $1070.

Up to this point, everything looked promising, but the additional capital necessary to complete the project could not be raised, and the purchase of th Doman-Marks Engine Company was reversed by mutual consent, control returning to the Walker family. The replacement parts division of Franklin was sold to Dallas E. Winslow, of Detroit, and later became part of his Auburn-Cord-Duesenberg Company. The automobile manufacturing machinery was sold, and the Syracuse plant became the property of the city. But the sincerity of purpose of Franklin Motors Inc., is placed in doubt by one source, who remembers it largely as a "front" to delay the city's confiscation of the plant until the remaining machinery could be sold.

In any case, the curtain had come down on the last act. One of the world's greatest automobile companies was dead.

Acknowledgements - Many thanks are due Carl Doman, Edward Marks, Howard Franklin, Kenneth Barton, Hugh Goodhart and Harold Finley for their tireless cooperation and generosity in answering my incessant inquiries.

One of the major purposes of this magazine was to gather and record the history of this particular automobile. Indeed, the original founders of the club had no other idea than historical research and formed a loose organization to further that aim, the development of a general club as we now know it followed, but the original idea remained as one of our primary aims.

The awarding of this plaque to our magazine should be pleasing to all of us and especially so to those members whose research and writings brought about this recognition. It is most satisfying to know that the club is accomplishing one of its purposes.

The Nineteenth and Twentieth of August are the official dates for the Seventh Trek. You might as well show up on Thursday, the Eighteenth, as so many have been doing in the last few years, gives another day of reunion, free from any scheduled events.

The affair is in the hands of our permanent committee and will probably follow the usual pattern that has continued almost from the first.

At this time we know none of the detailed plans but the grapevine reports a capable and interesting speaker at the dinner who should prove to be of especial interest to those who most favor the classic Franklin.

John Burns Column

The John Burns Column was formerly personally conducted by the late Mr. Burns. In future it will be handled by a board of Franklin engineers and special experts who, out of their wide experience, will undertake to assist members with their technical problems. In addition it will from time to time, as before, contain tips and suggestions sent in by members.

All correspondence for this column should be direct with the Editorial Office at Cumberland, Maryland. You will be expected to furnish this office with copies of your questions and the answers for possible inclusion in this column.

Once Again, Those Valves

Major Charles M. Daniel of Orange, California writes:

"I have been thinking further about valve trouble in Franklins, particularly the Series 16, one of which I own and which ***no longer*** has this difficulty.

In the days when Franklins were passing all others on the steep mountain grades and the rough going, detergent oil was an unknown product. I also know that today the makers of fine and successful aircooled cars, the Volkswagen and the Porsche, specifically caution about the use of detergent oils and state in their owners manual to stay away from them. To tie into all this I have been using ***reclaimed oil,*** which of course contains no detergent. Can it be possible that these new oils are the underlying cause of the valve trouble that some Franklin owners are having?

How about giving this item some publicity in the A.C.N. and let it be taken for what it's worth."

The A.C.N. editor will go along with Major Daniel in his caution against detergent oils, though this flies in the face of opinions expressed by men with immeasurably greater knowledge of lubrication than we possess.

In our case we were unable to use such oils PERIOD in our 1912 (The first Franklin with full pressure oiling), the system simply refused to handle this type of oil, at least one other member using a similar pump system on his Franklin had exactly the same experience. Our experience had nothing whatever to do with valve trouble. We just as definately will ***not*** go along with the Major in his use of reclaimed oil in ***any*** automobile. We are printing this, as Major Daniel suggests, for what it is worth.

First ✚ Aid

Due to a current paucity of worthwhile items for this department we are printing this recapitulation of parts sources. Better see to it that this issue is not mislaid.

These firms and individuals have at one time or another advertised as general suppliers of parts in the periods indicated. We cannot now vouch for the correctness of all addresses nor the current availability of parts.

1917 - 1934

Joseph W. James
552 Woodland Drive
Hempstead, New York

Series 9 and later

Ronald M. Andrew
77 Grove Street
Lonsdale, Rhode Island

Series 9 - 19

John Lucchesi
Auburn Avenue N of Douglas Street
New Smyrna Beach, Florida

Series 10

John N. Cain
Olde House
Kingsville, Ohio

Series 11

Jack L. Wadsworth
264 West Pamela
Arcadia, California

Series 13

Howard Carey
1355 Oak Street
Syracuse, New York

1921 - 1925

Joseph De Lorenzo
122-140 Cannon Ball Road
Pompton Lakes, New Jersey

1926 - 1933

Atlantic Auto and Truck Company
19020 South Figueroa Street
Los Angeles, California

1929 - 1930

E. J. Parker
1011 West 7th Street
Plainfield, New Jersey

1929 - 1931

Fred Zigrest
150-36 Tahoe Street
Ozone Park 17, New York

Most Late Models

Samuel Adelman
635 South Columbus Avenue
Mt. Vernon, New York

F. E. C. Bell
835 5th Avenue S.W.
Calgary, Alberta Canada

Cunnjngham and Koontz
241 West Read Street
Baltimore 27, Maryland

Karl W. Feather
1544 Abottston Street
Baltimore, Maryland

Edward Landmichl
3826 West 65th Place
Chicago Lawn 29, Illinois

THE MARKET PLACE

Classified advertisements are free to members, subject t available space. Advertisements from non-members may b accepted, without charge, at the discretion of the Classified Editor. Illustrated advertisements may be accepted if accompanied by a clear glossy photograph and a check for $4.00.

Members are reminded that misrepresentation in advertisements may result in their being dropped from the Club rolls. They are further reminded that the publishing of their advertisements entails an obligation to answer all inquiries.

Temporary Address: Box 535, Cumberland, Maryland

FOR SALE

*1929 **Model 135 Sedan,*** 4 door, restored to new condition including engine, brakes, upholstering, paint and chrome; six wire wheels and six extra tires; $1500 invested. Make offer, picture on request. Harris Lowenhaupt, 7900 Craddock Ave., El Paso, Texas

FRANKLIN BROUGHAM, Titled 4-2-24, Serial 140675-9. In good running condition. Herbert C. Fooks, 2008 Mt. Royal Terrace. Baltimore 17, Maryland

*1931 **Model 153 Custom Club Sedan,*** engine in excellent condition, good tires, headlamps rechromed, needs some work on clutch and fenders, $175; 1932 Series 163 Sedan, 4 door, in good condition throughout, suitable for everyday use, manual and spare parts, $275. John S. MacKiernan, 43 Bushnell St., Dorchester 24, Mass., Phone GEneva 6-2162.

FRANKLIN SEDAN 1929, New top, upholstering and paint. Engine overhaul, new valves and rings. New brake linings, tires and running boards. New chrome and inside silver replated. Near mint, $1188.00 invested. Will consider offers. Godwin G. Johnson, 23 Fallon Street, Staunton, Virginia

*1933 **Olympic Sedan,*** 4 door, body and engine excellent, new upholstery, good tires, manual, complete and in fine condition. Best reasonable offer. John Tisdale, 401 South Street, Avon, Mass.

ONE TIME DEALER, was dealer from 1918 through 1934. Have some new and used parts for this entire period save only the V-12. Frank E. C. Bell, 833 5th Ave., S.W., Calgary, Alberta, Canada.

Parts for 1929 Franklin. engine, rings, manifold, starter, generator, carburetor, oiler, fan, clutch with housing, flywheel, timer chain and gear, spare crank, exhaust pipe, roof stripping, vacuum tank, etc. Best reasonable offer. John Tisdale, 401 South Street, Avon, Mass.

WHO WANTS A '24 FRANKLIN IO-C, four door sedan? Condition; partially dismantled and generally sad. Cracked frame (one outside lamination) murky carpentry, engine knocked like bill collector when last run ('55), rear end and front end badly worn. Concievably restorable, but better parts car. Richard F. Jones, 1045 W. Eldon, (B01), Chicago 14, Illinois.

*1906 **Barrel Hood Touring,*** 4 cylinder, fully restored; will sell or trade for larger touring or phaeton before 1930. Dr. Arthur N. Brewer, 442 Carlisle St., Hanover, Pa., ME 3-4164

FOR SERIES IIB; Pair headlights, $25.00, Lion $15.00, Clock $15:00, Tail light glass and bezel $4.00, Generator $5.00, Valve cages $2.00 each, Door handles $1.50 each, For series 135: Pair front fenders, tire wells $15.00, Wire wheel less cap $3.00, Complete rear axle $10.00, Hub caps for 14, 15 wire wheels $2.00 each. Kenneth N. Hagberg, 44 Lakeside Avenue, Worcestee 3, Massachusette

*1925 **Series 10 C Sedan,*** 4 door, body good, top new, in running condition, needs upholstery and front tires. Best offer or will consider trade on good Model T. or A., Maynard Petersen, Box 211, Hampshire, Ill.

WANTED

For Series IIB King pins and bushings; will appreciate any leads on source of supply, Douglas Van Dyck Brown, Kirkland c-23, Harvard University, Cambridge 38, Mass. (Ed note If anyone has information on kingpins and bushing before Series 12 please advise Information Center also)

For 1931 Roadster, body, restored or in fairly good condition, only rear section needed, firwall section not too important, near Cincinnati, Ohio. Robert K. Roeller, 65 Erkenbreker Ave., Cincinnati. Ohio.

For 1933 Olympic two "twolite" lenses, 9 7-16"x8 15-16"; two plug connectors (3 prong) for headlites and parking lamps. Chris Chiappetta, 14 Tomac Ave., Old Greenwich, Conn.

Wanted Roadster or Touring Complete: in good condition. Please send details, price and photo to Charles Mullen, 45 Main Street, Cortland, N. Y.

For Series 9A, Dyneto, perfect armature for Dyneto, or information as to where an armature can be rewound. Bill Cranke 1961 Shenandoah, Toledo 7, Ohio

For 1931 Series 15 Roadster, service manual, miscellaneous engine parts, chrome trim. Also interested in trading 1930 owners manual for one covering 1931. Peter R. Rosetty, 26 Elizabeth Ave., Trenton, N. J.

LEADS

Trunk for 1930, reputed to be in excellent shape and complete with cover. George F. Cramer, Box 1121, Dennisport, Mass. (Lead by Pierre Lavedan.)

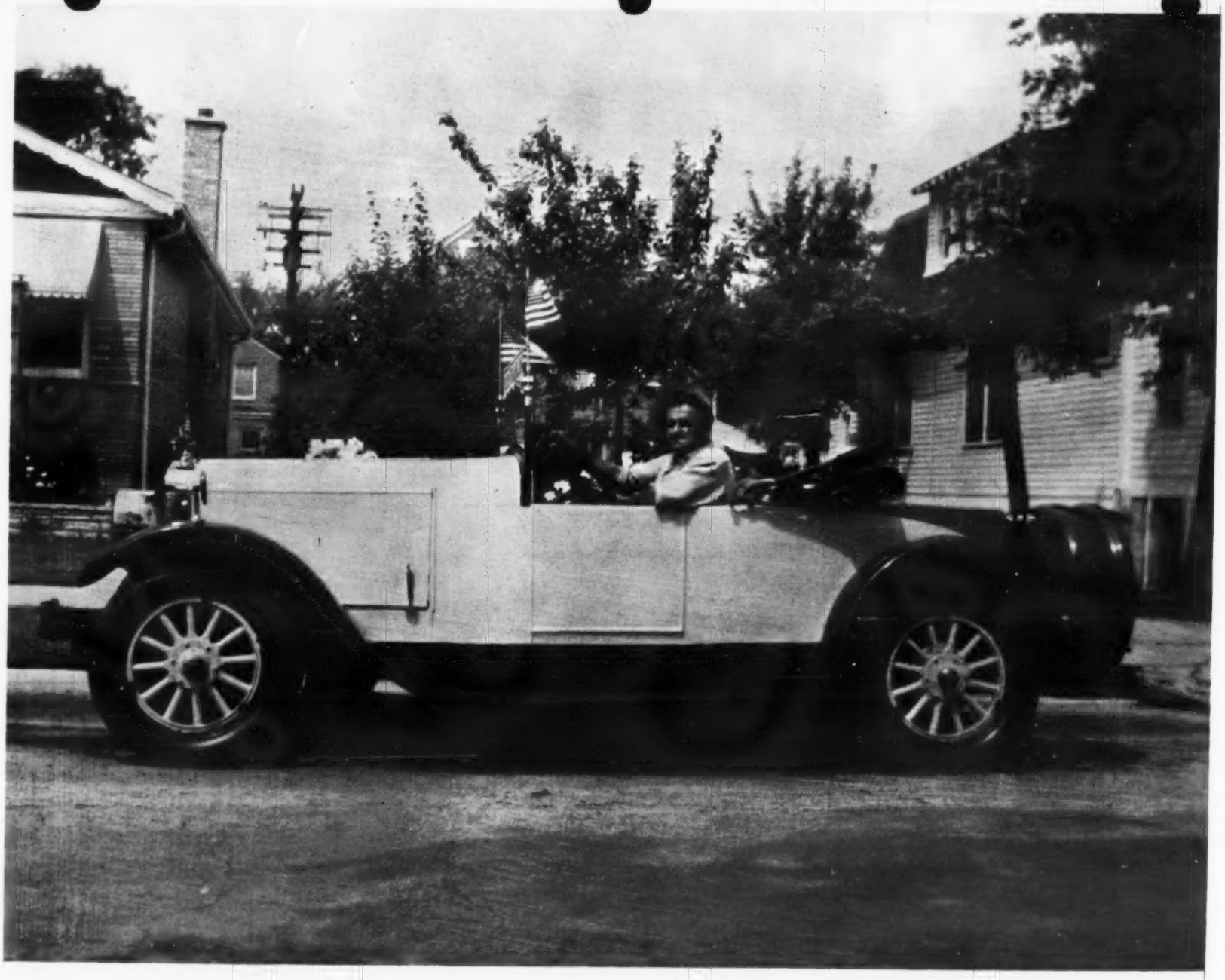
KING PIN SETS. Andrew Parts Mfg. Company, 32-70 31st Street, Long Island City 6, New York can furnish Franklin king pin sets for Series 12 through 17.

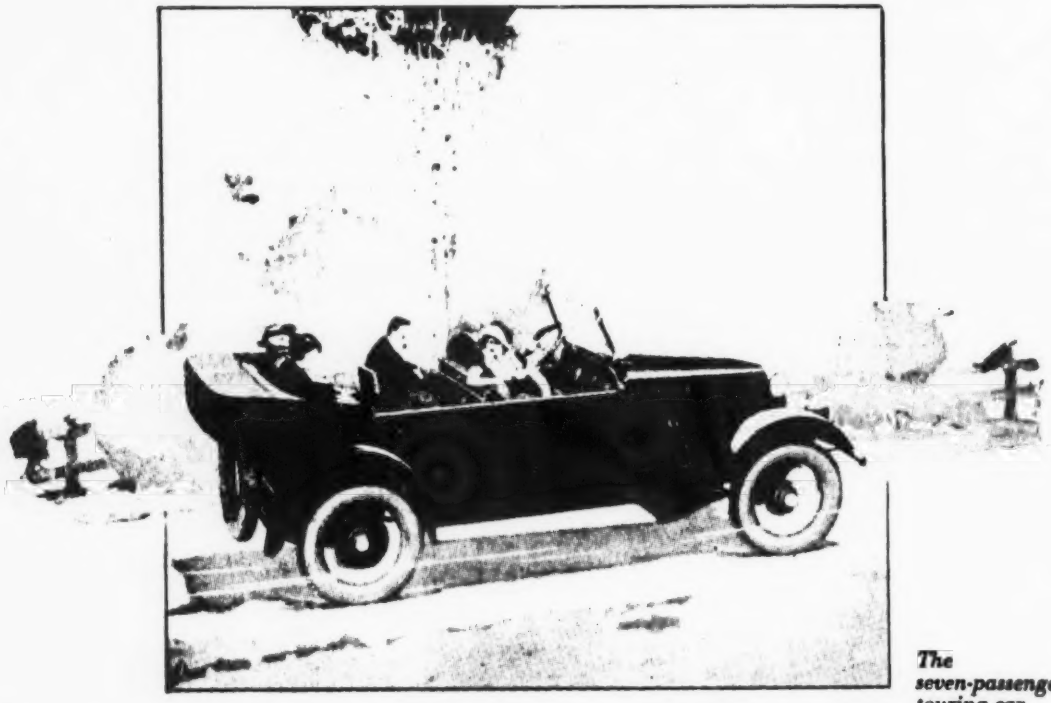
Front cover picture by Dr. Boyer shows a lineup of Olympics at the last Trek.

Inside front cover shows the Robert Darbys of Chambersburg, Pennsylvania.

Inside rear cover is of Edward Landmichl of Chicago and his well known Franklin.

Rear cover tells its own story.





The seven-passenger touring car

HOLMES

Improved Air Cooled

WHAT you will demand of the next automobile you buy depends upon how much you know about automobiles in general.

The standard of performance of the average owner is based upon experience with a limited number of different cars

You may never have ridden in anything but hard riding cars—your expectation of comfort is then necessarily based on the performance of the best of these. You do not actually know how much more comfortably some other car may ride.

What you really want in a motor car, if you are figuring automobile expense the same as any other living expense, is to get the maximum out of your car at the least outlay of money—the same is true of road speed, economy and low depreciation.

Owners have discovered that the Holmes will carry them in greater comfort, at a higher average rate of speed, at lower operating cost than any other full-sized car ever built.

The maximum speed of the Holmes is 50-55 miles an hour, but 35-40 mile an hour averages are maintained in comfort where other cars slow down to 18-20 miles.

Ordinary driving in this full-sized car of 126-inch wheelbase gives 18-20 miles to the gallon of fuel. Good drivers have no difficulty getting 25 miles and records run as high as 61.4 miles.

Tire averages are 10,000 miles to the set with 15,000 miles not uncommon.

Such service is due to Holmes Improved Air-Cooling, permitting continued motor operation at the most efficient heat for high fuel efficiency;

A spring action so readily accommodating itself to road shocks that the comfort and safety of driving are not endangered by hard riding;

A flexible chassis which does not restrict the action of the power developed to move the car

Holmes performance is open to immediate proof. You can go to any Holmes salesroom, take any Holmes car over the road and see for yourself.

THE HOLMES AUTOMOBILE COMPANY, Canton, Ohio

Distributors in All Principal Cities